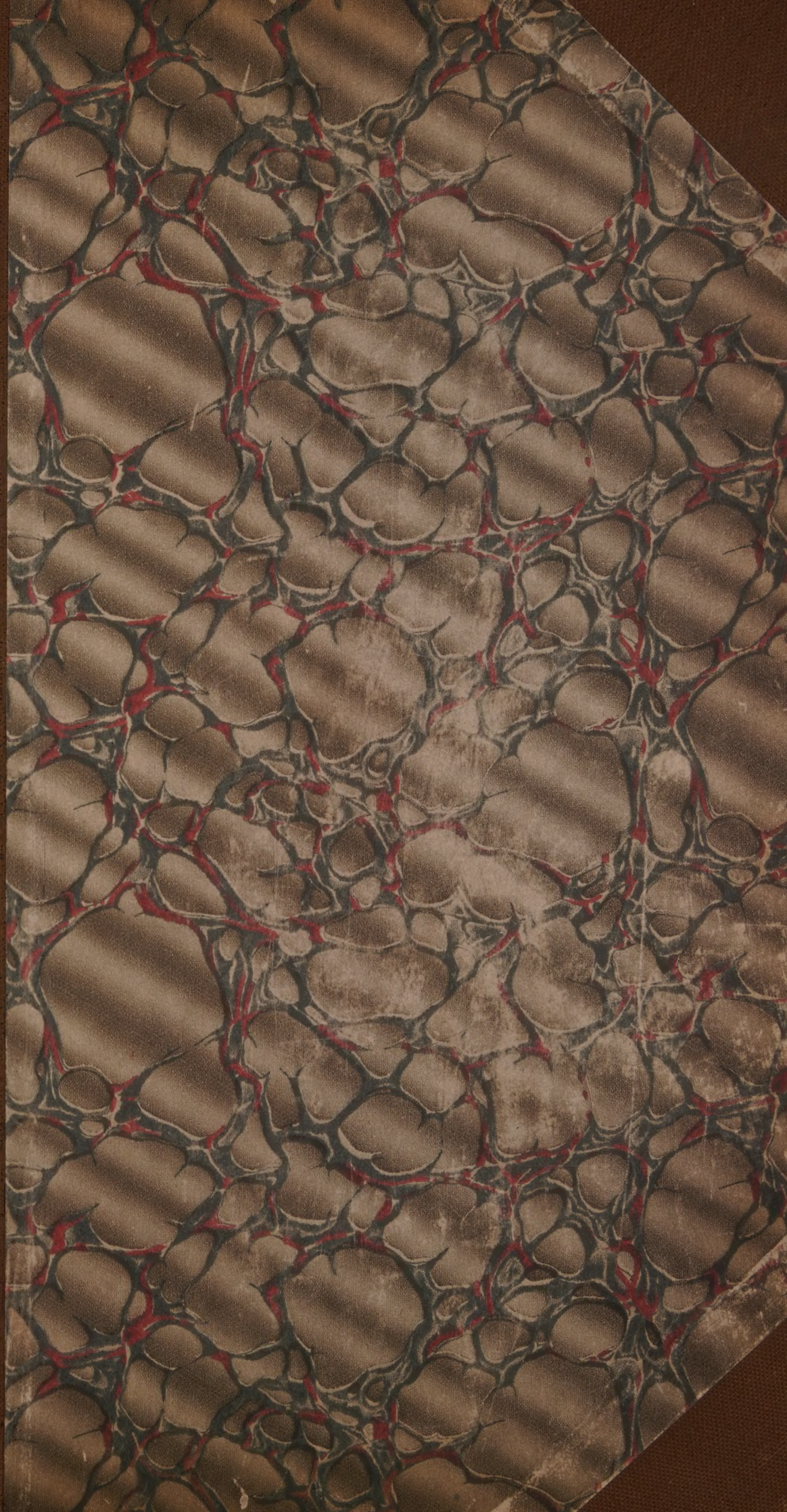
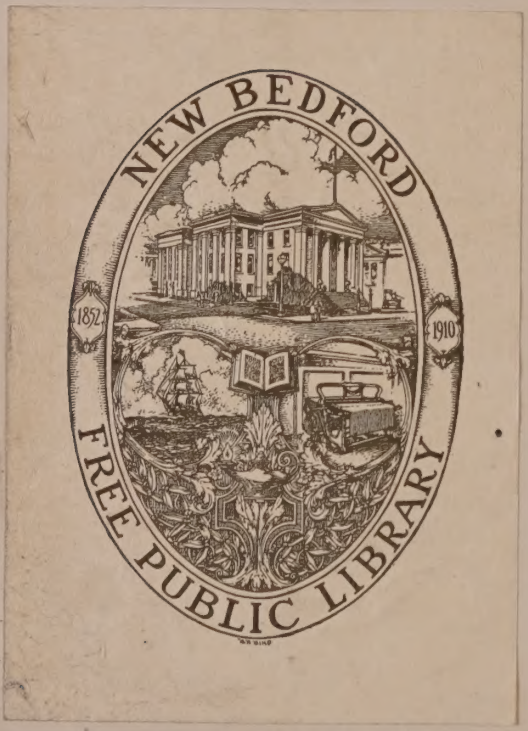
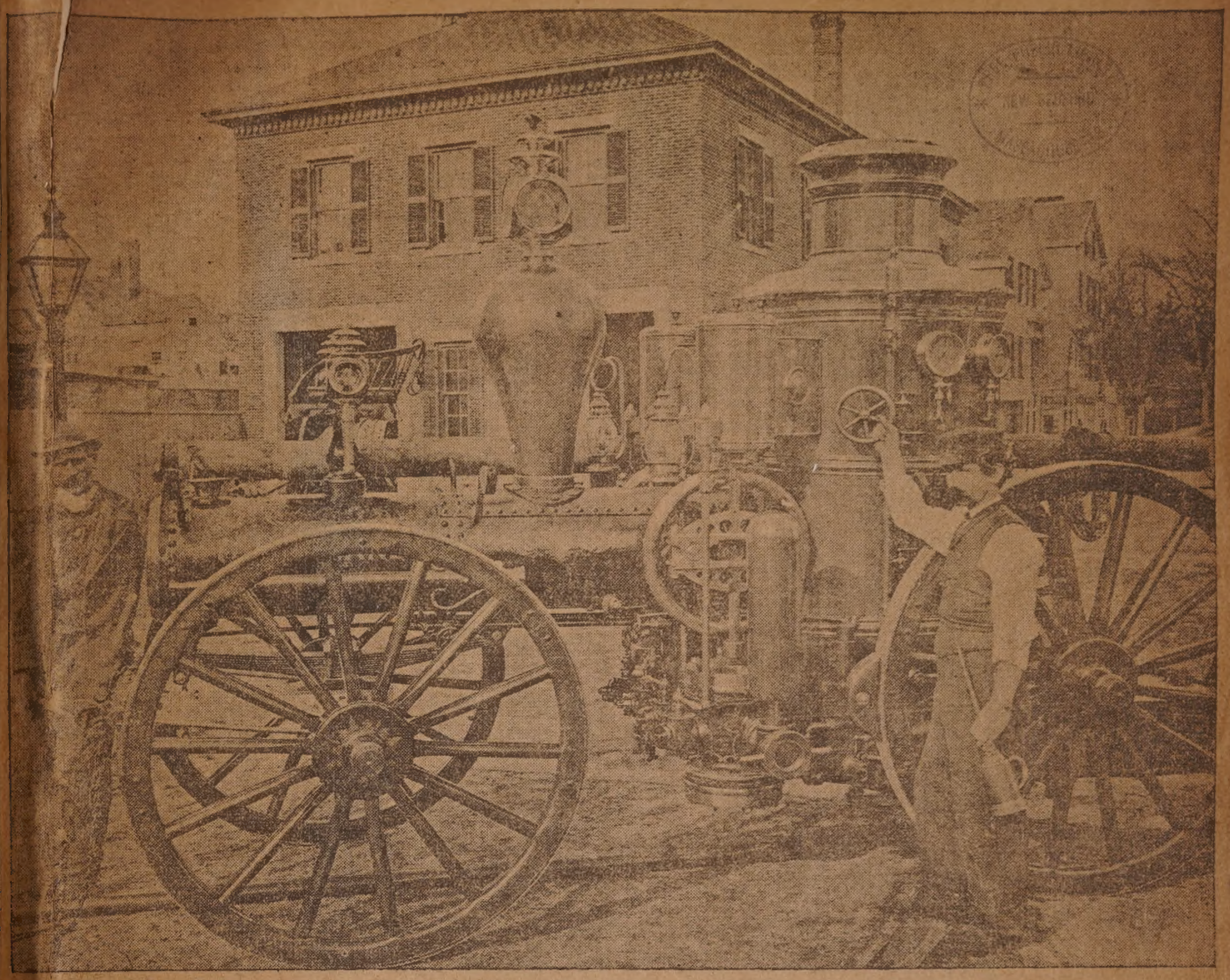


New Bedford Scrap Book
V. 2



THE OLD CORNELIUS HOWLAND ENGINE.



The two men in the picture are (on the left) the late George W. H. Tripp, for many years driver of Engine 4, and the late Daniel D. Briggs, engineer, and, at the time of his death, master mechanic of the fire department.

Sept. 8, 12

The old Cornelius Howland engine, formerly stationed at No. 4 house, corner of Bedford and Sixth streets, and pictured above, was a fire engine of the first class and superior in the capacity to pump water to the engines now used in the New Bedford fire department. The engine did great service while it lasted, but continued disuse was the cause of its comparatively early withdrawal from the fire department.

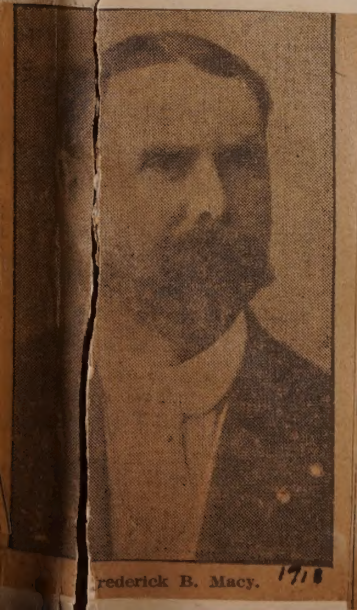
The Howland engine was installed in the new house shortly after Jan. 1, 1867, when the station was dedicated. George H. Tripp was the driver and D. D. Briggs the engineer. These were the only permanent men connected with the house, but there were 18 call men who responded to duty on the sounding of the fire bells.

The long tubular boiler shown in the picture is the portion of the old machine which makes it distinctly different from those of today. It contained water, which was converted into steam, and in the modern machines this boiler is of smaller size and is placed beneath the driver's seat. The old machine was bulky and unwieldy, and it can be seen, from a glance at the picture, that it would be impossible to turn sharp corners without collision between the wheels and the long boiler. The engine weighed 8,600 pounds, or 1,000 pounds more than the second class engines used in New Bedford now.

In those days, there were cisterns placed in all parts of the city whence came the water necessary to fight the fires. A first class engine was required to give sufficient force to the streams thrown.

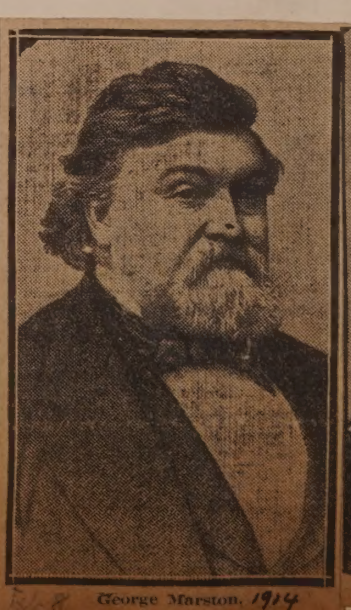
The Howland engine fought in the thick of the great Boston fire of 1872, and it did work that was surpassed by none of the other engines that saw service there.

In 1884 the Howland was withdrawn from service on account of the wretched condition of the boiler, occasioned probably by corrosions. Fires were scarce in those days, and the water that remained undisturbed day after day in the boiler had a damaging effect and finally brought about the removal of the machine.

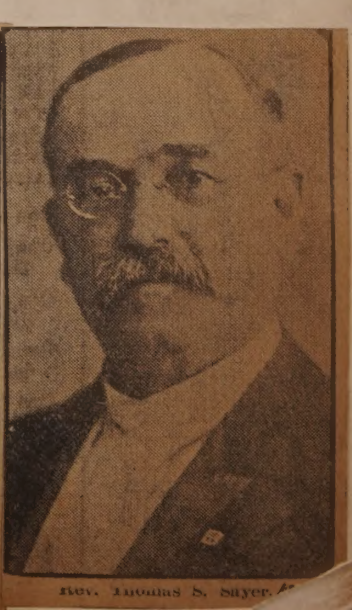


Frederick B. Macy. 1918

John Duff, 1918
New President of Soule Mill.



George Marston, 1914



Rev. Thomas S. Sayer.

2.

FRIEDMANN REPUDIATES CONTRACT TO SELL HIS TUBERCULOSIS CURE.

Feb. 25 1913

Photo by American Press Association

DR. FREDERICK FRANZ FRIEDMANN.

New York, Feb. 23.—When Dr. Frederick Franz Friedman of Berlin landed on these shores it was popularly understood that he had crossed the Atlantic with his tuberculosis discoverey to win the $1,000,000 offer made by President Charles A. Finlay of the Aetna National bank if he could cure 95 out of 100 selected cases of tuberculosis, and when, shortly after his landing, Dr. Friedmann disowned any attention of accepting such an offer, there was immediate speculation as to just what motive or motives had brought him to this country.

In his behalf, both by him and for him, it was said that he had come here only to demonstrate his treatment, only to heal the sick, and those in his party generally expressed themselves as convinced that Dr. Friedmann's last thought was for the money possibilities involved in his discovery, the announcement of which precipitated a controversy both in Europe and America, because of the marked scarcity of scientific information accompanying the announcement.

Great interest, therefore, attached to the assertion made by Dr. Albert E. Sterne of Indianapolis that within three days he had seen and examined what purported to be a contract drawn up between Dr. Friedmann and Albert von Hoffman of St. Louis by virtue of which Dr. Friedmann's famous remedy, should its value be satisfactorily demonstrated, was to be put on the market as a patented article by a St. Louis syndicate headed by Mr. Von Hoffman himself.

This information was immediately submitted to the visiting scientist himself. He denied with great vigor that he was bound by any contract with Von Hoffman, and through his secretary, Mr. Hundt, explained that whatever tentative agreement he had entered into with the St. Louis man for the sale of the remedy, has been broken off. He very frankly displayed some correspondence which showed that the negotiations with Mr. Von Hoffman were still pending so recently as Jan. 25, 1913, and, therefore, some days after the Berlin dispatches predicted his early trip to America.

The discovery of this fact lent a retroactive interest to the repeated explanations by Dr. Friedmann's spokesmen here that his application for patents on his "method of preparing curative and protective materials against tuberculosis" had been made simply that he might gain "control" of his discovery—a control desired because he did not wish the treatment to be misused by every uninformed doctor who might lay hands on it.

The discovery of the Von Hoffman negotiations recalled that statement in the Friedmann article written Feb. 23 by one of this country's foremost research workers in tuberculosis. That statement read:

If Friedmann's "cure" is a distinct advance it will soon be in the hands of everybody who is capable of using it, both in treatment and experimentation. The man or drug house that paid $1,000,000 for the "rights" would clear as much on the investment as on a diamond mine in Hoboken—provided always the "rights" were used legitimately and without the accessories that usually accompany the marketing of such a standard preparation as "Dr. Bull's Bulle Protector."

PREVENT TRAIN WRECK.

Feb 25, 1913

ENGINEER WILEY AND FIREMAN SEARS QUICK TO ACT.

Stopped Engine Within Short Distance of Broken Rail at Central Falls Station—Train was Running 35 Miles an Hour.

Isaac Wiley of 401 Purchase street, an engineer employer by the New York, New Haven & Hartford railroad demonstrated his good judgment and presence of mind, Monday afternoon at Central Falls, R. I., when he avoided a serious accident in making a remarkable stop of his train just as the latter was on the verge of running into a broken rail some twenty-five feet ahead of the engine. Joseph Sears of 571 Cottage street, the fireman, saw the danger at the same time as his superior did and thereby also proved wide awake on the job.

Engineer Wiley left the city on the 8 43 train as usual Monday morning. On his return trip he pulled out of Blackstone at 1 40 o'clock arriving at Central Falls at 2 01. The broken rail was near the latter station. The train, which was then running at a speed of thirty-five miles an hour, was stopped within two cars lengths, a distance of aboue eighty feet.

Engineer Isaac Wiley.

Francis N. Howes.

Had the engineer not been succe

Fireman Joseph Sears.

ful in decreasing the speed of train, the latter would undoubte have crashed into an overhead cro ing nearby, thereby endangering t lives of a large number of the pa sengers.

In running over the broken rail, box on the engine was broken a thrown with force to the ground se eral feet away. Wiley and Sears ma the necessary repairs themselves a reached Providence, where a new e gine was secured.

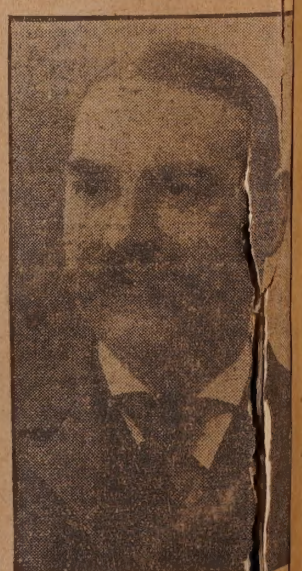
Sometime ago, Engineer Wi avoided a crash when in whistli to an incoming freight train, he pr vented the latter from colliding wi a passenger train at the Pearl Stre station.

Feb 17, 19

MONITOR AND MERRIMAC.

Rev. S. C. Bushnell to Lecture i brary Course Tuesday Evenin

Rev. S. C. Bushnell of Arlingto formerly pastor of the First C gational church at Lunds Corne be the lecturer in the Free Pub brary lecture course Tuesday ev Mr. Bushnell will have an extr interesting story to tell on the ject "The Battle of the Monito Merrimac." The father of Mr.



Rev. S. C. Bushne

nell was one of the men w John Ericcson in the buildi Monitor, the little turret na er that revolutionized naval The Bushnell family and th lesson were closely associate Bushnell has a full knowled construction of the famous sel and the events that foll led up to the batle between itor and the Merrimac. T will not be illustrated.

AN OLD-TIME OYSTER HOUSE.

Old Shop on Second Street, Kept by the Late Joseph H. Dean, One of the Landmarks of the City—A Place for Oysters Raw and Sea Stories Beyond a Parallel.

Jan - 21 - '12.

A stranger with a nautical roll to his walk was seen recently passing into a little shop on Second street, above whose door appeared the notification to all the world that there was located "Dean's Oyster House."

The stranger slid onto a stool, and after fumbling for a time in his trouser pockets, produced two nickels which he laid on the polished surface before him.

"Isters," was his laconic remark to the man behind the counter. That individual was already inserting a knife between the valves of a shellfish, and with a skilful and long-practised twist, laid open the succulent and quivering meat.

The new-comer reached for a fork, and as he poured vinegar plentifully from the cruet, and peppered his dish, with a meditative eye on the cracker bowl, he asked again with Yankee brevity:

"Whar's Joe?"

"Joe's dead," replied the waiter.

The oyster fork paused midway to stabbing a dark little lump in the dish. The man stared across the counter with something like dismay on his weatherbeaten face.

"Dead?" he repeated stupidly.

"Dead a week ago," answered the other.

The fork descended, the oyster vanished. The stranger finished his lunch, and sat munching crackers meditatively.

"I'm a bit old," he said at last, "and some consider'ble o' my friends is dead, but I never was in this here port since '76 but Joe was waitin' for me, with his ister knife in his hand, an' his weather eye on the cracker bowl. I never bounced about the world so far, that canvas didn't bring me back to Joe again. Others changed. This here city growed and put on new togs, an' new businesses come like barnacles to the old streets; but here I allers found Joe. Others changed; others disappeared; others died; but Joe, he was waitin' for me here when we made port. I could a'most see him in this ister house when we picked up Nomansland!"

The grisly old mariner rose, wiped his mouth with the back of his hand, and sighed heavily as he moved towards the door.

"There never was no man like Joe," he said, shaking his head slowly, "there never was no isters like Joe's isters. It's a wide sea for us all and a storm in the offing, but it's reef 'er down and trim 'er down, an' weather the gale till you pick up Nomansland again and stand in fer home. Some on the best of us is gone, and some on the wust of us remains; and I'm a-tellin' ye what, young man, now Joe's gone, too, home port ain't home port without his isters and his yarns."

The old man was gone. The waiter soberly cleared away the cracker crumbs and wiped the salt water from the counter. A reporter, who was sitting quietly at the farther end of the room, rose and paid for his dish.

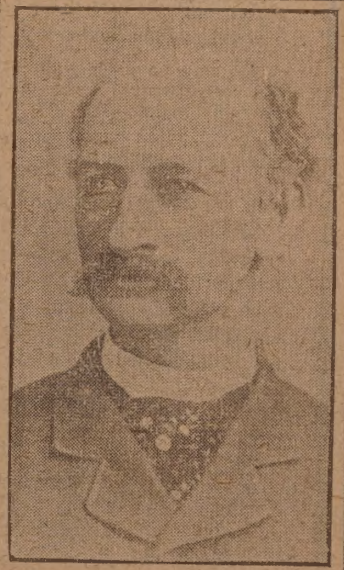
"He's a wise one," said the waiter; "he knew Joe a good many years. But Joe hasn't had this business for three years—I wonder where he's been?"

"He's a philosopher," replied the other; "and there is more sense in what he said than I thought at first."

And he left the oyster house to write of a wedding or a funeral or the weather for The Standard. The waiter set up a great clattering among the oyster shells.

"Joe" Dean's oyster house, as the mariner said, has been one of New Bedford's landmarks for 35 years. And even before that, under the firm name of Gifford & Bartlett, from time immemorial it has dispensed its raw oysters to landsmen and seamen alike, until memory grows weak from striving to probe to the time when that oyster house was not.

DEAN'S OYSTER HOUSE.



The Late Joseph H. Dean.

The whaleman, came in from sea; the old resident, snatching an hour or so from his day's work to feast with a congenial friend; the stranger seeking acquaintance with the whaling city's quaintness,—all went to Dean's and peppered shellfish and heard sea tales beyond a parallel. Just oysters, they ate, with oyster crackers plentifully thrown in, and such seasoning as taste required,—a dash of pepper, a little ketchup or some vinegar; and that was all "Joe" Dean served. If you wanted coffee or some more beverage with more tang, you would have to go farther up the street or down; at Dean's there was nothing served but oysters just out of the shell and the seasoning to make them palatable.

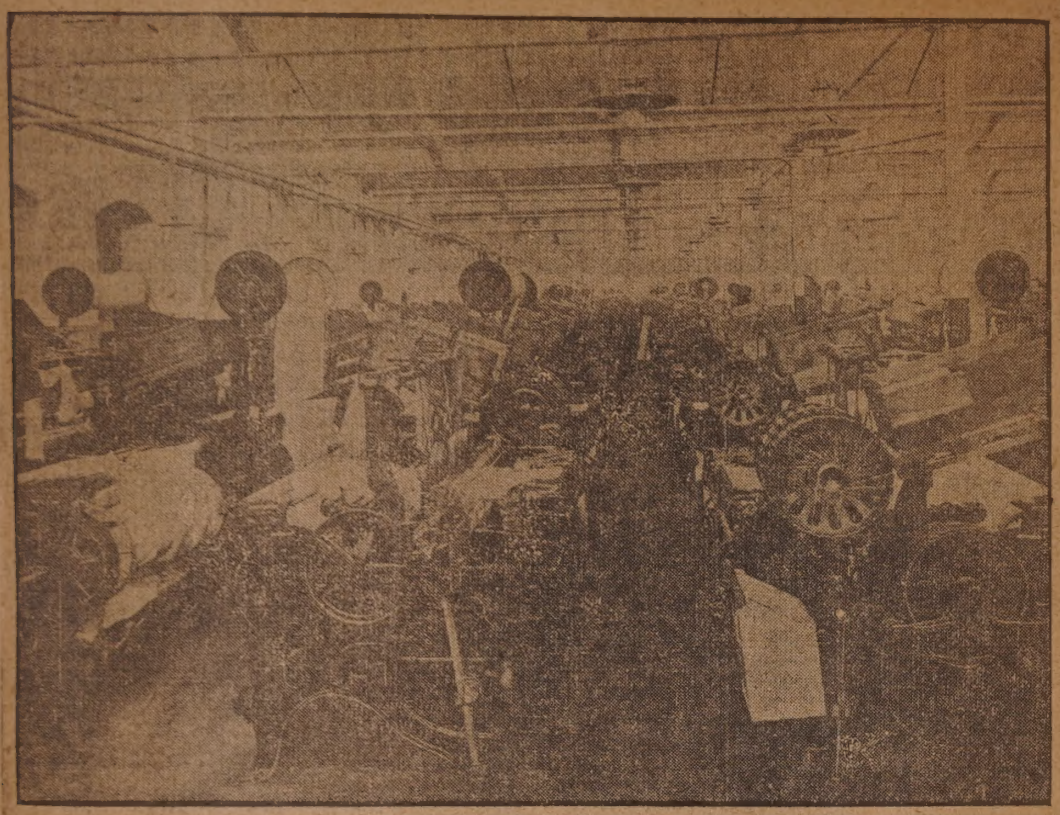
Dean bought a share in the firm of Gifford & Bartlett in 1876. The firm was then known for about four years as Dean & Bartlett. About 1880, the business became his own. "Joe" used to like to boast that he sold oysters in any quantity,—by the plate, pint, quart, bushel or barrel. In those early days, his "house" was just across Barker's lane from its present location,—at number 9 North Second. In 1884, he moved to 17 North Second, where he was located when he retired from business in 1903. He was succeeded at that time by Merrihew & Macomber, who now sell oysters where "Joe" stood so long.

Old "Joe" Dean was a spinner of yarns. He could tell good stories, because he had lived intensely for many a decade,—lived adventurously as O. Henry did, as Jack London is playing he is doing. He left home when only 13, and went to sea. He was an engineer at New Orleans when they burned wooden slabs on the steamers for fuel, and perhaps was on the great river when Samuel L. Clemens was piloting so proudly the river boats. And later, he went to Alaska on a steamer as fireman and engineer. He spent a winter in California, washing sands for gold. Bret Harte never dreamed adventures more delectable than befell this same old "Joe" Dean, whom our mariner is bewailing when this article opens.

Now, the spinner of yarns is gone. The whaling ships that once sent their tithes of dimes and nickels into his coffers have dwindled and almost vanished. The very mariner who spoke so pathetically when this tale began was a creature of the imagination, and voiced only the regrets of those who knew Joe's "Ister House" best. It is, if you will, but a last goodbye to the spinner of yarns and dispenser of oysters, Joseph Dean.

Value of Automatic Looms on Fine Goods Shown in Tariff Board's Cotton Report.

May 26-'12-



VIEW OF NORTHROP LOOMS AT NIELD MILL.

The advantage which automatic looms give the American cotton manufacturer over his English competitor is one of the interesting points dwelt on in some detail in the report of the tariff board. Statistics are presented, and they are interesting to New Bedford manufacturers because they deal in part with fine cottons, showing the great increase in the production per weaver per hour when employed on automatic looms over one employed on the ordinary plain loom.

A treasurer of a New Bedford mill said recently, in discussing the report of the tariff board, that in his opinion fine goods manufacturers will very soon have to give closer attention than they have been giving to the merits of automatic looms. That automatic looms have been perfected to the point where they can turn out high quality fine cotton goods is shown by the fact that there are four mills in this city today, the Nield, Whitman, Nashawena, and Acushnet, that are running good sized installations of Northrop looms.

The following figures, taken from the report of the tariff board, give the production per weaver on three kinds of fine plain cloths, such as are made in this city, on automatic, plain looms with stop motions, and the ordinary plain looms. They are actual figures [illegible] by the

Printed Organdy.

Automatic looms, 64.75 yards.
Plain looms with stop motion, 41.02.
Plain looms, 32.81.

Printed Batiste.

Automatic looms, 51.80 yards.
Plain looms with stop motion, 30.99.
Plain looms 25.67.

Printed Lawn.

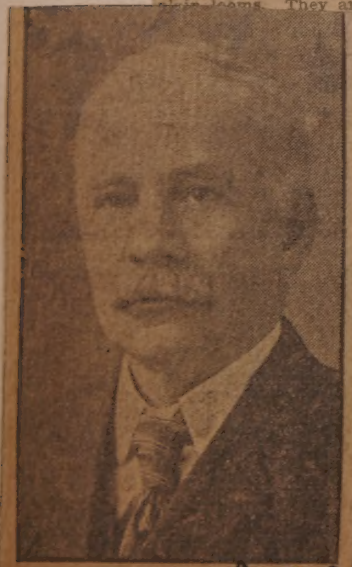
Automatic looms, 51.80.
Plain looms with stop motion, 30.99.
Plain looms, 25.67.

As shown by the tariff board's figures, the greater production per weaver on the automatic looms comes from the greater number of looms per weaver. On plain looms, the weaver runs on the three fine cloths shown above eight looms, on plain looms with stop motion he runs from ten to twelve looms, on automatic looms he runs 16 looms.

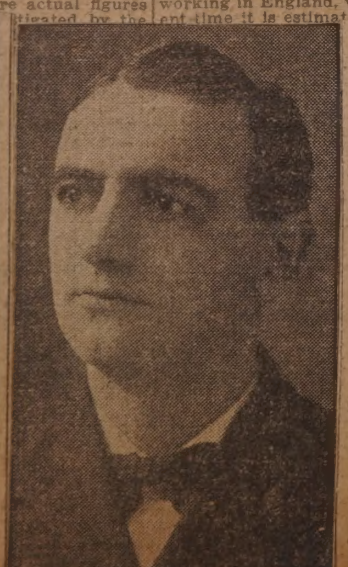
At the present time automatic looms form less than one per cent of the total loomage of Lancashire, England, and so the American cotton manufacturers have a great advantage. But the English manufacturer is slowly adopting more and more of the labor saving looms. The report of the British tariff commission shows that in 1905 there were only about 1,000 working in England, while at the present time it is estimated that there are

"Several reasons are advanced," says the tariff board, "for the delay in the more general adoption of the automatic loom in England. For one thing, the automatic loom costs about two and one half times the ordinary plain loom, and this has deterred many English mills already equipped with plain looms from adopting them. Again, English mills do not run such a large number of looms on a single standard fabric as do American mills, and the automatic loom has not been found so suitable as plain looms for the varied Lancashire trade in dhoties and other fancies.

"Furthermore, the automatic loom requires stronger and better warp yarn than the plain loom, for the breakage of a single warp thread stops the loom. The American mills use strong ring-spun warp yarns, while a large portion of the English mills, producing mainly for the poorer classes of the orient and other regions, have to size heavily to make goods cheap enough, and they ordinarily use a much lower grade of yarn than would American mills for fabrics that pass under the same trade name. The warp yarns used in the bulk of English cloths are mule spun, and since they are soft twisted to enable them to take up a larger amount of sizing and to give the required feel to the cloth, they are not so suited to the automatic loom as are the stronger Ameri-



N. B. Kerr Dec 22 1914
Resigns from Soule Mill Directorate.



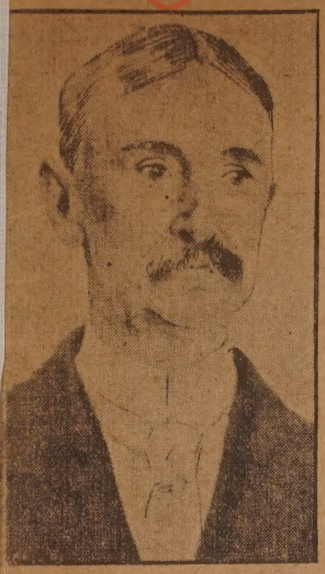
Andrew P. Doyle. 1913

Clarence W. Arey. Nov 16 1913

William A. Halliday.

1913

A Newspaperman from Civil War Days.



Edward H. Martin.

FIFTY YEARS' SERVICE.

Sept. 17-'12.

EDWARD H. MARTIN LONG IN EMPLOY OF STANDARD.

Veteran Newspaperman Employed on Day of Battle of Antietam—Saw Standard's Growth From Four to Eight From Twelve to Forty-eight Pages.

Fifty years ago today a new "printer's devil" was employed by Edmund Anthony, Sr., grandfather of Benjamin F. Anthony. Fifty years ago tonight the printer's devil was peddling on the streets the "extra" telling of the battle of Antietam. Had that boy been told he would continue for half a century at work for the concern into whose employ he had entered that day, and that his whole active life would be spent in its service, he would have laughed at the idea. Yet today he is still in the employ of The Standard.

Edward H. Martin, compositor, reporter, proof reader by successive steps, has seen The Standard's growth from a four-page sheet, printed by hand-set type, to the 12 to 48-page sheet it is today. He has seen the repertorial force grow from one editor and one reporter to four editors and, at present, 10 reporters. While he has reported incidents in many lives,—follies, foibles, and deaths, weddings and revels,—he has seen the city double itself, and The Standard become, from a small, struggling sheet, the greatest daily in southeastern New England.

During 21 years as a reporter he became acquainted with nearly every prominent business man in the city. For twenty-two years he was a member at times of the City Guards. From 1879 to 1880, under Mayor William T. Soule, he was a member of the common council. He met, among other famous men who visited New Bedford during those 21 years, President U. S. Grant; he was the guest of Dr. Jennings at his house at a banquet in honor of General Benjamin F. Butler, then a candidate for governor.

He was one of the staff of reporters from The Standard who, from June 5 to June 18, 1893, reported the trial of Lizzie Borden for murder. He also reported the Besse murder trial (Besse was a Wareham man who murdered Lawton, a peddler of eggs). He also reported the wreck on Devils Bridge, off Gay Head, on January 18, 1884, of the City of Columbus. In the '70s he was an invited guest of Sutton commandery of Knights Templars on its pilgrimages, and sent home to The Standard a daily letter. He was for a time correspondent for the Boston Globe, and later for the associated press, and for the Dramatic Mirror of New York.

Edward H. Martin was born at Taunton on Feb. 10, 1845. His father was drowned when he was a child. So, at 11, he was obliged to seek employment in a tack factory. His mother had a large family of children and Edward was obliged to study nights to acquire an education. At 17 he entered the employ of The Standard.

On Sept. 17, 1862, the day of the battle of Antietam, Edmund Anthony, Sr., entered Edward's name as an employe of The Standard. The editor was Henry Willey, and the one reporter, Benjamin F. H. Reed. Edmund Anthony, Jr., also wrote editorials, collected marine news and made up the forms of the paper.

Mr. Martin tells of the old days as follows:

"When I became an employe of The Standard, Benjamin Anthony acted as bookkeeper and was in charge of the counting room. At that time, there were four compositors, who set type by hand, and Stephen H. Shepherd, still in the employ of The Standard, who set the shipping news and ads.

"I came on the paper to learn typesetting, and did other jobs on the side. I remember well the morning I came. Edmund Anthony, Sr., gave me a composing stick and a box of letters, with which to learn to set type. I set the letters without spaces, and put all the spaces at the end.

"We had a single cylinder press. Charles E. Pierce, now head of the job department, used to go down with me after the forms were made up and fold papers by hand.

"The office in those days, you know, was on the corner of Union and Bethel streets. Things were much different in that building from what they are in this new one. All the water we drank, was carried in pails from a well in the rear of a stone house north of William and Second streets."

In three years Mr. Martin was through with his apprenticeship and became a compositor. He did this work until 1874. In that year, Mr. Shepherd was made foreman of the composing room (and later marine editor). Mr. Martin then was given charge of the advertising composing—no great task at the time, for the paper, a four page sheet, ran ads mostly yearly, and rarely changed. About this time, however, The Standard commenced to receive on Friday ads. for Saturday's paper.

"In those days," continued Mr. Martin, we worked from 7 a. m. to 6 p. m., with a brief lunch time at noon. The men brought their own meals. On Wednesday night, we would come down to fill the cases with type, because type was short.

"I was at the case from 1865 to 1876. In the winter of 1876, Edmund Anthony, Jr., and his wife went south, and at this time Edmund Anthony, Sr., died. There were then two reporters on The Standard, Warren E. Chase and Benjamin F. H. Reed. Mr. Chase became owner, with William L. Sayer and Stephen W. Booth, of the Morning Mercury, and I was given the opportunity to fill the vacancy. I joined the reportorial staff on May 1, 1876.

"I was a reporter from 1876 to 1897, when I became a proofreader. And I am still a proofreader.

"There was no city editor in those days. Edmund Anthony, Jr., would laughingly say to his reporter in the morning: 'Well, go out and throw a stone at a horse and make some news.' I was an all-round reporter, doing all sorts of work from covering marriages to funerals.

"I want to say that in those days the life of a reporter, in the main, was very pleasant. In the darkest hours of the paper (and it had a hard struggle through the period of the Civil war), there never was a time that the men did not receive their pay when it became due. There are not so many papers in the country that can boast of so many long-service employes,—men who have passed their best days in the service of The Standard, and who are still kept on its pay rolls."

He was silent for a moment, and then added:

"Fifty years! It was long in passing, but now it is over, it seems so brief a time!"

NO MORE PEW RENTS.

Apr 22, 1913

ALLEN STREET M. E. CHURCH VOTES TO DISCONTINUE THEM.

Unanimously Voted to Increase Salary of the Pastor, Rev. H. A. Ridgway—Most Encouraging Quarterly Conference in Five Years.

At the first quarterly conference of the Allen Street M. E. church, held Monday evening, reports were given of the year just closed. These reports indicated a prosperous condition of the church, and the officials are looking forward hopefully for a good year's work this year.

Rev. Hartley A. Ridgway.

Two important actions were taken. It was unanimously voted to discontinue the pew rents after July 1st and depend entirely on the free will offerings of the people. It was also unanimously voted to increase the salary of the pastor, Rev. H. A. Ridgway, one hundred dollars per year.

The District Superintendent, Rev. A. J. Coultas, said to the pastor that it was the most encouraging quarterly conference he had seen at the Allen Street church during the five years of his work on the district. Mr. Ridgway briefly thanked the conference for their action and exhorted all present to stand together in making the year a successful one.

Jan 12. 1913

PART OF TERRITORY NEW BEDFORD SEEKS TO ANNEX.

VIEW OF MILL ROAD ON THE ACUSHNET SIDE.
White Line Shows Boundary Between New Bedford and Acushnet.

NEW BEDFORD'S FIRST MEMORIAL DAY.

How the Local Veterans of the Civil War Decorated the Graves of Deceased Comrades in Response to General Logan's Order in 1868—Dead Numbered 58 Then.

One foggy May morning, about 43 years ago, a cannon on the Common thundered forth three times the news to all the city, and especially to Fairhaven, that the graves "of the honored dead" of the Grand Army of the Republic in this city had been decorated with flowers and flags, and that the veterans were about to proceed on their march into the village across the river.

May 30, 1868, was the first Memorial day, and the cannon which here told the news of the loyal occupation of the soldiers on that May morning, were the first to sound in honor of the dead. The event had been heralded by editorials in The Evening Standard, and by the publication of the order of the Commander of the Army of the Tennessee, General John A. Logan, who thereby became father of Memorial day, and of a custom which will doubtlessly be observed perpetually.

In accordance with this order from General Logan, who was then commander in chief of the Grand Army, Post No. 1 began preparations early for the strewing of flowers on the graves of the deceased soldiers and sailors of the army and navy. So accustomed has this state became to an observance of this day, that it seems a custom as old, almost, as the nation. And it seems, somehow, also, a custom peculiarly belonging to the army which preserved the Union.

New Bedford's soldiers, however, were imitating by their acts that morning in the late sixties a practice inaugurated by kind hearted women of the south, who heaped flowers over the men who had died for the Confederacy. The hatred for the south, in those early days after the Civil war, still virulent and intense, was not allowed to interfere with the adoption of the southland's beautiful exercise. In the south, flowers were placed on the graves upon no fixed date. It remained for General Logan to make the exercise national and to fix the date as that of May 30, which the most of us have reverenced all our lives.

The Standard on May 29, 1868, published the following interesting editorial:

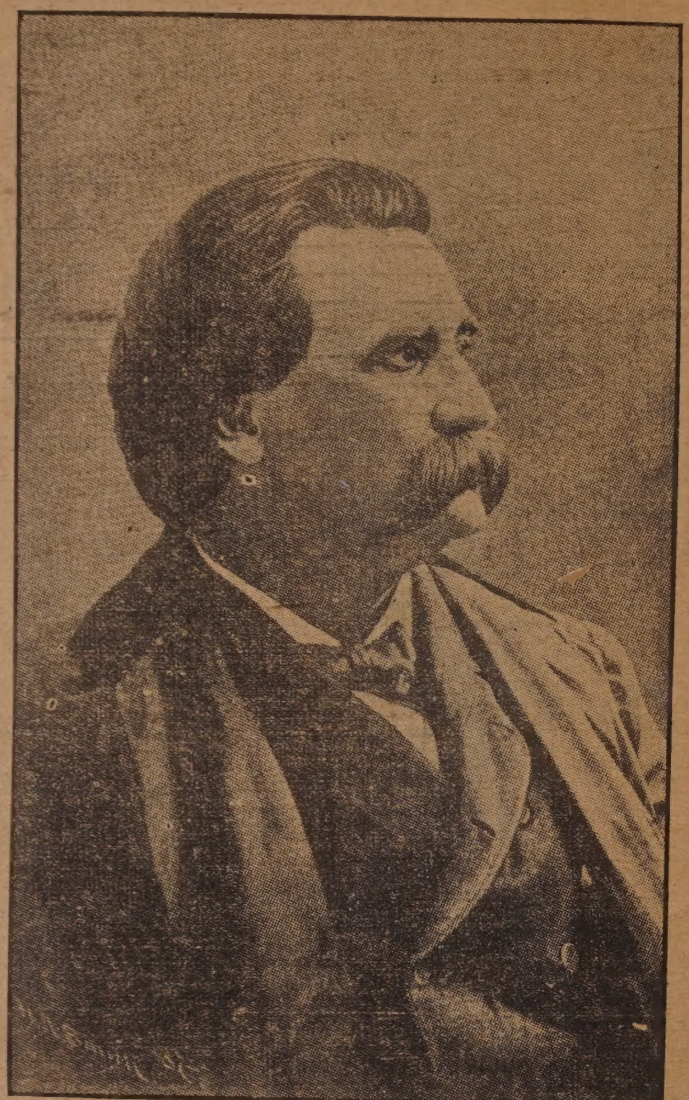
"The custom of strewing flowers on soldiers' graves originated at the south, and the G. A. R. is wise in adopting the only decent thing which ever originated in rebeldom, and thus making the ceremony as popular as it is beautiful and appropriate. The enemies of the country ought not to be allowed to monopolize so touching a manner of paying tribute to departed ones deserving of honor, though it be their own conception. We were, therefore, glad that General Logan, commander in chief of the Grand Army, ordered the posts of the organization throughout the country to inaugurate the observance, and hope that the calls of the New Bedford post, as well as all others, requesting donations of flowers, will meet with a warm response from every feeling heart and liberal hand.

"In transmitting the order of General Logan, Grand Commander Sprague, of this department, properly suggests that churches and citizens generally, be invited to join in the services tomorrow, and that the cooperation of the ladies is desirable.

"The New Bedford and Fairhaven Bridge company will give a free pass to the procession tomorrow."

The headquarters of the G. A. R. was in those days situated in a wooden building, situated at number 58½ Purchase street. Here nearly 100 veterans assembled at 9 a. m., in spite of the unpropitious weather. Flags were stretched across the street from this hall, and on the flagstaff the stars and stripes hung at half mast. On other buildings, nearby, also, the flags were at half mast.

The procession formed at 9.30, and was headed by a cavalry escort in command of Captain George R. Hurlbut. The New Bedford Brass band, led by Israel Smith, and the G. A. R. organization, in command of Lieutenant Freeman C. Luce, followed in the order named; carriages brought up in the rear, carrying flowers and the wounded and disabled soldiers.



GENERAL JO HN A. LOGAN.
The Originator of Memorial Day.

Captain Hurlbut's mounted men were veterans with but one or two exceptions. The war was only three years over, and the men most of them, still young and vigorous. The graves which they were to mark were still very few. Only 58 graves in this city were filled with the bodies of Civil war dead. Graves were decorated in the following cemeteries, in the number named:

Rural cemetery,	20 graves.
Oak Grove,	35 "
Catholic ground,	2 "
Peckham West,	1 "

What a contrast does the number of graves decorated on May 30, 1864, make with the number to be decorated on Tuesday, May 30, 1911! Then, there were only 57 graves. On Tuesday next, new flags will be planted at the heads of 1,117 graves! During the last 12 months alone, so rapidly are the members of the Grand Army leaving us, sixteen veterans of the Civil war died in this city alone.

The graves to be decorated on Tuesday are situated as follows:

Rural cemetery,	566
Oak Grove,	335
St. Mary's,	104
Peckham West and French,	40
Lunds Corner,	25
South Dartmouth,	42
Scattering,	5
Total,	1,117

One of the flags borne in the ranks was a naval ensign, which had seen duty on board the frigate Sabine. The members of the post who marched on foot were in command of Lieutenant J. B. Bowman. About 20 colored veterans, in charge of Captain Wesley Furlong, passed the procession at the City Hall.

The procession passed through Purchase street to Union, to Cheapside (now Pleasant street) to the City Hall, where carriages awaited it with the guests of the post, and fell in line at the rear of the column. Nearly 2,000 watched the parade start on its way, and were on hand when it ended its New Bedford march at the Common, and set out for Fairhaven. Everywhere along the route, flags were displayed at half mast, and in many places flags were stretched across the street and over the heads of the columns.

Among the guests were Mayor Andrew G. Pierce, President Hathaway of the common council, Captain Fengar of the revenue cutter Active, the speakers and the chaplain of the day, various national and state officials, members of the press, and others.

From the City Hall, the veterans marched to Rural cemetery by the following route:

Through William, Sixth, Grinnell, Bonney, Washington, and Dartmouth streets. Flags were hung across the entrance to the cemetery when it was reached.

The procession halted near the centre of the grounds, and prayer was said by Rev. James Mulchahey, D. D., pastor of Grace church. The band played Pleyel's hymn "and other solemn pieces," as The Standard reported that evening.

Carriages with flowers then proceeded through the different parts of the cemetery, and wreaths, bouquets and crosses of evergreen and flowers were laid on the soldiers' graves.

"The backwardness of the season," the report, to which reference is made above, states, "was belied in the display, and from appearances, the call of the post for flowers met with a general and generous response. The tasteful arrangement of the floral gifts showed that fair hands and nimble fingers had been engaged in the touching duty."

From the Rural cemetery, the procession passed through Dartmouth, Allen, County and Smith streets, to Oak Grove cemetery. On the way, the marchers passed flags at the corner of County and Allen streets, and at the residence of I. D. Hall, at Kempton street one of the carriages left the procession to visit the Catholic and Peckham West burying grounds. There were flags flying about the entrance to Oak Grove cemetery.

Prayer was once again made by Dr. Mulchahey, and 35 graves were decorated. One grave was decorated in the Peckham West burial ground and two in the Catholic.

The soldiers then marched through Parker, County and Pearl streets to the Common, which it entered near State street at one o'clock. The flag on Cedar street, near Parker, was at half mast, and the ensign on the Common as well. A salute of 37 guns was fired by the veteran member of the Fifth Battery, under directions of Lieutenant H. H. Fisher.

The Grand Army was drawn up in front of the platform just above the Soldiers' and Sailors' monument, where about 2,000 spectators were assembled.

Captain William S. Cobb, chairman of the committee of arrangements called the assemblage to order. Prayer was then offered by Rev. A. H. Quint, D. D., of the North Congregational church. Chaplain General of the G. A. R., James B. Congdon, Esq., was then introduced, and delivered an address.

Mr. Congdon said, among other things, after he had referred to the beautiful and touching ceremonies of the day, that these were a tribute to the memories of their own dear friends. He then spoke of the memorial before him, erected in memory of all the patriot dead, "some of whom are in graves far away and some in unknown spots. Some of their graves," said he, "may be decorated by the loyal who are there." He then referred to the New Bedford officers who fell in the war, and said that the hallowing influences of the day would awake increased interest for the welfare of soldiers' widows and orphans.

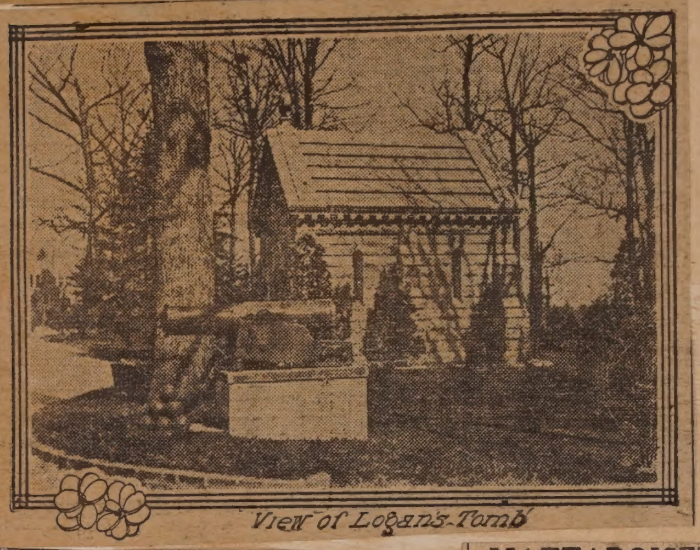
Dr. Quint addressed the assembly, after the band played "Departed Days." The benediction was delivered by Rev. T. C. Moulton, of the North Christian church, and chaplain of Post 1. The band then played "Leaf by Leaf, the Roses Fall," and "The Star Spangled Banner," the first of which as an orchestral selection is no longer played as frequently as in former days; the latter of which will always be popular. The commander then strewed flowers on the monument.

Three guns were fired at two o'clock as a signal to the people of Fairhaven that the procession was about to move. It emerged from the Common "at the principal entrance into Purchase street," and proceeded through Purchase and Middle streets and over the bridge to Fairhaven.

Flags were shown between North and Middle streets, and one on the Parker house was at half mast. "Sultry air and muddy streets made the marching anything but pleasant," was the comment of The Standard that evening.

This ended the first observance of Memorial day in New Bedford—and and occasion which should be memorable forever to the citizens of the city as the first of the May days set aside to pay tribute to those of the Grand Army veterans who are dead.

Ocean Steamers



View of Logan's Tomb

Funeral Services for Asa W. Jenney Today.

The Late Asa W. Jenney.

Apr 18 1913

The funeral of Asa W. Jenney, who died at St. Luke's hospital Wednesday morning, was held from his late residence, 63 Foster street, at 2 30 o'clock this afternoon.

MATTAPOISETT MOURNS SETH HILLER.

Seth Hiller on the Left, His Son George and His Grandson George Hiller, Jr., with Baby in His Arms.

Aug. 16-13.

Seth Hiller, the oldest man in Mattapoisett died today at 97 years of age. He was born March 16, 1815, in old Rochester (now Marion).

Mr. Hiller learned the house carpenter's trade at Mattapoisett, and practiced his trade not only in the neighborhood of the old town, but in other towns as well and even in other states. He soon took up the trade of ship carpentry and has been a ship carpenter all the active days of his life. He learned this trade in the shipyards of Mattapoisett, for Mattapoisett was once a famous place for the building of ships. Here at one time Mr. Hiller saw three ships standing on the ways in process of construction at once. The first vessel upon which he worked was the schooner Alice Mendall.

He lived in what is now Marion until he was ten years old. Here his father's house stood less than a mile from the boyhood home of Ichabod Blankinship, who recently died, possessor of a cane (as was Mr. Hiller), awarded to the oldest man of his town. They were boyhood chums,—but they little imagined, when they coasted on the hills of Marion, or played ball in her green fields, that they were destined to outlive practically all their contemporary and peer, dim-eyed, about an age entirely different from their own. In Mr. Hiller's younger days men still wore swallow-tailed coats and gentlemen still occasionally appeared in wigs.

Jan 19, 1918

OFFICERS OF DURFEE HIGH SCHOOL CADETS.

OFFICERS OF B. M. C. DURFEE HIGH SCHOOL CADET CORPS.

Standing, Left to Right—First Lieutenant William Hunter, Second Lieutenant Allan Bowen, Second Lieutenant Raymond Delaney, First Lieutenant Clarence Lawton. Seated—First Lieutenant and Adjutant Benjamin Davis, Captain Stephen Noble, Major Frederick Harrison, drill master; Major Raymond Ramsbottom, Captain Raymond Borden.

CADETS PREPARING FOR TECH DRILL.

Feb 26 1913

Second Sergeant Hosea Smith.

Fifth Sergeant Merton Batcheldor.

First Sergeant Garry DeN. Hough.

Private Edward Ashley.

E. E. Baudoin, the commandant of the High School Cadet company, has a squad of six cadets preparing for the drill held yearly by the Massachusetts Institute of Technology. The above pictures include four of the squad of six. Two of the men now drilling will be eliminated before the drill takes place and four of them will go to Boston to compete in the drill.

Commandant Baudoin has not yet received the invitation to compete in the Technology drill, but he is drilling the squad so that the cadets will be ready for the event when it comes off. "If the drill isn't held," said Mr. Baudoin, "the practice will not hurt the boys any, and if the invitations are issued, we will be so much ahead of the game."

FAMOUS PAINTING TO WHICH BISHOP STANG OBJECTED

THE ERA OF THE REFORMATION.

Kaulbach's famous cartoon, "The Era of the Reformation," which has recently been removed from the walls of the B. M. C. Durfee High school in Fall River in deference, it is understood, to the wishes of Bishop Stang of the Roman Catholic diocese, is considered one of the most celebrated of the great German master's historical productions, although it is probably not his masterpiece. The last of a series of six representations of the conditions from the overthrow of the Jewish nation to the dawn of Christianity, this cartoon has increased in value a hundred fold since it was purchased in Europe 30 years ago by the late B. M. C. Durfee. Eighteen thousand dollars is the price which he is said to have paid for it, but it is understood that offers as high as $100,000 have been made for it and refused.

What reason there may have been for Bishop Stang's objections has not appeared on the surface, for all the parties concerned are disposed to be very uncommunicative about the subject. There is nothing in the picture which to a casual observer could be considered objectionable, or which would make it an unfit picture to occupy a place in a public high school. The only possible reason which can be imagined for the bishop's objection is the fact that the great Catholic opponent and reformer, Martin Luther, occupies a central position in the picture. Bishop Stang's birthplace is in the immediate neighborhood of the country where Luther's reform was pursued to its height, and the sectional feeling there may have affected his action in Fall River.

"The Era of the Reformation" is a canvas measuring 30 by 24 feet, and contains 100 or more life size pictures of renowned men and women of that epochal period, many of them distinguishable by any one at all conversant of the history of the Renaissance.

In the centre of the cartoon, in the upper portion of the picture as though he were standing on a platform, stands Martin Luther, the great reformer, holding high above his head an opened Bible, while around him stand the people watching in admiration.

In the lower right hand corner of the picture, one of the most noticeable figures is that of Christopher Columbus, who sits knees crossed and arms folded.

On the other side, his hand on a round globe of the earth, is Gallileo, while near him stands Capernicus. All the principal figures, the centres of the groups in the cartoon, are portraits of noted leaders of the Renaissance—the great reformers.

Wilhelm von Kaulbach was the greatest of the scholars of Cornelius. He was born in Westphalia in 1805 and early in his career attracted the patronage of King Ludwig, who commissioned him to paint a number of pictures for the Odeon.

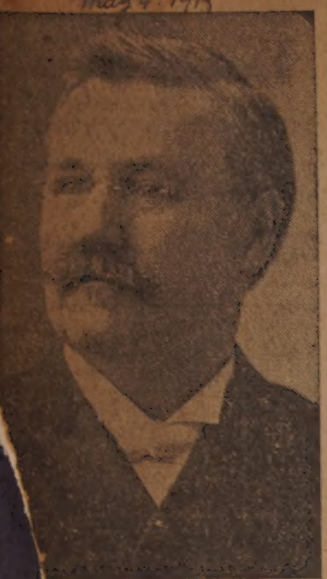
His "Reformation" was one of a series of six cartoons illustrating the epochs from the overthrow of the Jewish nation to the dawn of Christianity. The first was the "Dispersion of the Nations at the Building of the Tower of Babel." Then followed "The Rise of Greece", "The Middle Ages Subsequent to the Crusades", "The Battle of the Huns", "The Destruction of Jerusalem" and last, "The Era of the Reformation."

The "Reformation" was purchased by the late B. M. C. Durfee in Europe about 30 years ago. The cartoon was sent to this country, and for several years it remained boxed up and stored away in a Fall River mill warehouse.

In the meantime Mr. Durfee died and when his mother, the late Mrs. Mary C. Young, built and presented to the city of Fall River the B. M. C. Durfee High school as a memorial to her son, she had the canvas hung in the school building. The present owner is Miss Sarah S. Brayton, an aunt of Mr. Durfee.

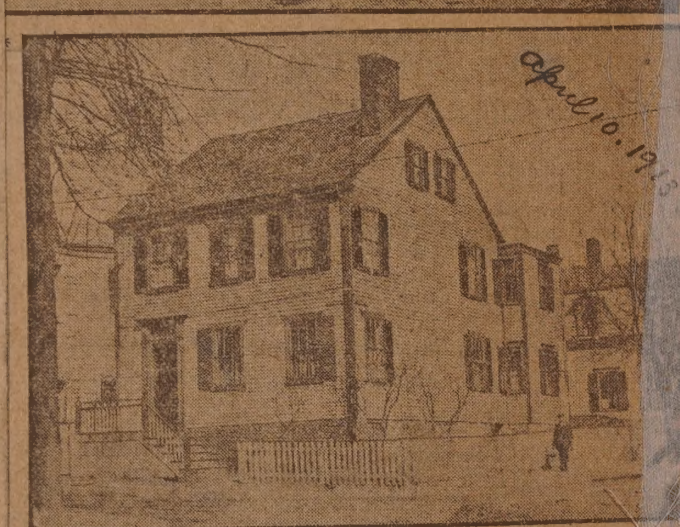
THE OLD AND NEW ST. JOHN BAPTIST PARISH HOUSE.

May 4. 1913



Frank E. Ramsdell, pastor of
th Congregational church, is 51
ld today, and is receiving the
ulations of his friends upon his

PLEASANT STREET M. E. CHURCH. Mch 30. 1913



April 10. 19

NEW SITE FOR RECTORY.

St. John the Baptist Parish House to Be Located on Opposite Corner.

The upper photograph shows the parsonage of the St. John the Baptist church at the northeast corner of Sixth and Wing streets which has been disposed of to the Morse Twist Drill and Machine company while the lower photograph shows the property at the northwest corner which has been purchased by the church and where a new rectory is to be built.

Jan 26. 1913

Briggs Property at Northeast Corner of Union and Eighth Streets, Sold by H. C. Vaughan for Frederick W. Andrews to Dr. F. M. Ashley.

Thornton Property at 256 Union Street, Sold by Mechanics Bank to F. W. Andrews. Mr. Andrews Will Remodel This House Next Spring.

June 27, 1913

LEADERS OF THE Y. M. C. A. BOYS' CAMP.

Percy Leavitt.

Earle D. Wilson.

Burton Kilburn.

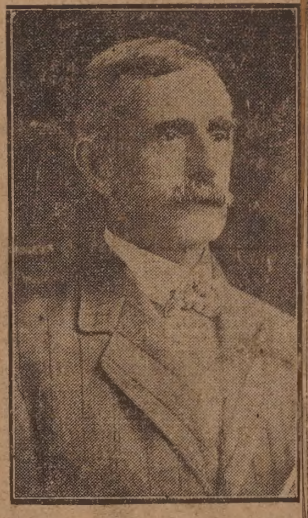
Percy Leavitt, Earle D. Wilson and Burton Kilburn have been appointed leaders of the boys' summer camp ung Men's Christian association, which is to open at Barney's Joy early in July. The camp will be directed by se young men, under the leadership of Claude C. Smith, director of the boys' department.

June 22, 1913

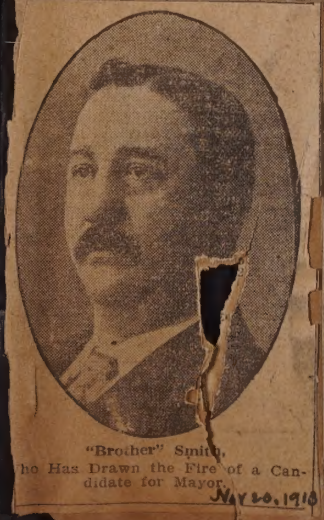
EARLY ASPIRANTS FOR LEGISLATIVE NOMINATIONS.

—Copyright, 1912, by Frommell.
Richard Knowles.

John F. Hatch, Jr.

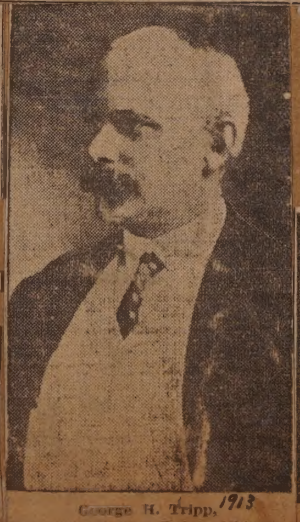


William Brown.



"Brother" Smith,
ho Has Drawn the Fire of a Candidate for Mayor.

May 20, 1913



George H. Tripp, 1913
Librarian of Free Public Library.

—Copyright, 1913, by Frommell
Miss Jessie B. Stur

HARRING LEA

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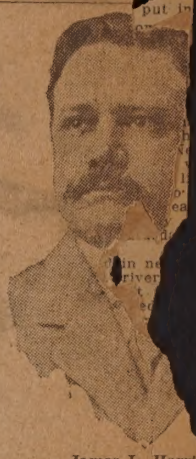


James L. Harri

The vacancy at the Ben
filled by Lewis E. Bentley
superintendent of the m
now a member of Fairha
of selectmen. Mr. Bentl
been actively engaged in
business for several yea

Lewis E. Bentley

Mr. Harring has been wit
nett for about 12 years, d
of which he was general s
dent, and three assistant s
dent. Previous to that, h
overseer. Mr. Harring is a
of the Dartmouth club. H
ways been much interested
success of the ball team rep
the mill, being the manage
organization.

TH CONGREGATIONAL CHURCH AS IT APPEARS IN ACCEPTED PLAN ELIMINATING THE TOWER WHICH HAS BEEN DECIDED UPON BY CHURCH.

After examining the plans of several leading church architects, the trustees of the North Congregational Church corporation have chosen the design shown in the accompanying illustration drawn by Smith & Howland to follow in the alterations consequent on the widening of Purchase street. At a recent meeting of the corporation the plans finally selected by the trustees were approved by all present as the most fitting under the circumstances. Although there had previously been a desire to retain the tower, so long a prominent feature of the church and a landmark of the vicinity, it was found to be more costly, besides involving interior changes which it was feared would prove undesirable. By the plan adopted the only interior changes will be to the entrance and vestibule.

In designing the new facade of the church the architects have endeavored to keep as close as possible to the present style while eliminating the tower. In place of the latter a wall extends across the middle section at the height of the roof, with two lower flanking sections of equal size the whole surmounted by caps several feet high at intervals.

The windows at present in the front will be retained, and an effort will be made to care for the ivy which adds so much to the appearance of the church, during the rebuilding, so that it may be replaced on the new walls.

Two steps will lead from the sidewalk to an entry on either side of which stairs will lead to each end of the vestibule. The stairs are broken by a platform at a point about half way up, where a right angle turn is made. The only changes necessary in the vestibule will be in the location of the stairs. The church will remain open during the period of repairs.

An incidental advantage of the plan adopted is that by the removal of massive foundations of the tower and a slight re-arrangement of one furnace, and the coal bin, quite a large addition can be made to the supper room, if that is desired in the future.

Feb 22. 1914

istian Church, to Be Erected on the Corner of North and Chancery Streets.

w the completion ... will be laid, enclosing the the old one with material up to date. The exer- brief and simple, owing ... point.

THE ADVENT CHURCH PROPERTY PURCHASED FOR ODD FELLOWS AS SITE FOR THEIR FUTURE HOME.

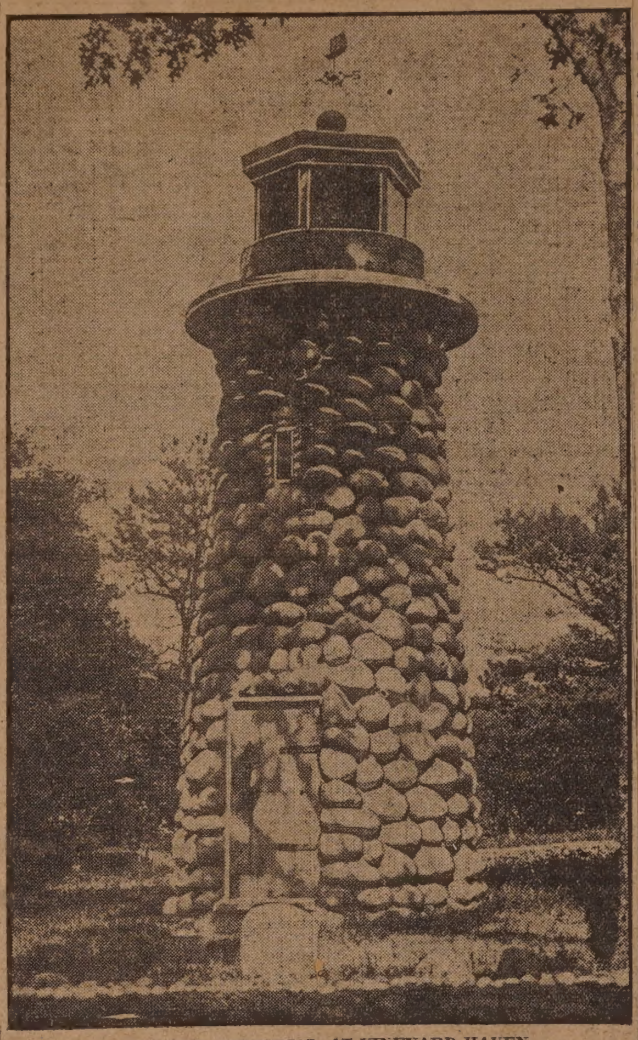
Jan 1914

ADV... ISTIA... PROPERTY

MEMORIAL AT VINEYARD.

ive Years of Labor a Monument in the Form of a Lighthouse Been Erected in Memory of Sailors of the Merchant Marine tone Used in Building Ferried from Elizabeth Islands. Aug 1918

to the sailors of
harine, as novel in de-
purpose, stands practi-
ed in Oak Grove
Hard Haven on the
Vineyard. With the
bronze tablets the five
the Vineyard Haven
oston Seamen's Friend
finished.
o the sailors who have
have been erected in
unities. The coastwise
only reputed to lead the
most trying of sea lives
rely recognized. Over-
dermanned, the coasters
own Vineyard Sound and
them find shelter dur-
in the harbor of Vine-
Here the Boston Sea-
society maintains a
chaplain who looks out
piritual and bodily well-
n who make the port.
a memorial to the dead
nated with Chaplain
ards. Funds were col-
Bethel from the seamen
r. Mr. Edwards planned
the shape of a lighthouse
built by his assistant Austin
rom specifications secured
U. S. Lighthouse Board. The
se was begun five years ago.
Bethel boat Helen May Mr.
visited the neighboring
of Naushon and Nashawena in
of stone for the work. From
k covered hills they picked
one of suitable size and towed
s the Sound a few tons at a
In all probability more than
ons of small stone were brought
in this way. Working in his
ime, Mr. Tower commenced the
tions. When the structure
d the light, granite slabs were
d placed upright to form the
for the top. The cap cut to
he tower weighed a ton. Mr.
ds and Mr. Tower took some of
siting sailors up to Oak Grove
ery one day, rigged a derrick
wung it in place. As a final
colored glass was fitted between
abs supporting the cap.
lighthouse stands twenty-one
om the ground to the tip of the
er vane which crowns it. The
surface is of brown field stone.
limmings are granite. The usual
of the design has attracted the
on of all visitors to the
ery and the Bethel has received
queries as to its purpose. One
vent so far as to call it the most
g and impressive of the many
nents in the cemetery. Standing
the green boughs which shade
rounds it is unquestionably an
al picture.
lighthouse is erected in memory
coastwise sailors who are buried
Bethel lot above which towers
emorial. Over twenty are buried
now. Poor and often friendless
have either died at sea and been
ht to Vineyard Haven for burial
ent their last hours in the U. S.
e hospital on the heights above
wn. Through the efforts of the
they are provided with a de-
urial and a lasting monument.
broad sense the tower will stand
memorial to the countless sea-



SAILORS' MEMORIAL AT VINEYARD HAVEN.

men who have died or been killed at sea. The bronze tablet soon to be placed on the lighthouse door will read:—

> Boston Seamen's Friend Society
> Erected in Loving Memory of
> Shipmates at Rest.

A second tablet so placed that additions may be made from time to time will bear the names of the men interred at its base.

Nearly five hundred dollars was collected by the Bethel from the sailors who made harbor there. Mr. Tower did all the work possible for one man and his efforts kept the cost down to a reasonable figure. Mr. Edwards hopes to be able to send post cards bearing a picture of the finished monument to all the sailors who contributed.

Rev. John J. Phelan.

Rev. John J. Phelan, pastor of a church in Chicago at the present time, and formerly pastor of the Immanuel Baptist church, this city, has been in New Bedford visiting friends, stopping here on his way to Vineyard Haven where he is to visit relatives. Mr. Phelan is accompanied by Mrs. Phelan and daughter, Catherine. Mr. Phelan is very pleasantly located and in connection with his church work he is pursuing academic work in the University of Chicago for an A. M. degree. In the short time Mr. Phelan has been visiting here he has renewed acquaintance with many warm friends here and regrets his time is so limited that he cannot call on all of them.

NINETY-SEVEN TODAY. Sept-1918

WANTON B. SHERMAN ONE OF STANDARD'S OLDEST READERS.

Retains Interest in News of the Day Near Century Mark and Reads Without Glasses—An Expert Maker of Baskets.

Seldom does The Standard have the pleasure of congratulating a reader upon attaining to such a strong and healthy old age, as Wanton Brightman Sherman, of Gidley's Four Corners, Hix Bridge road, enjoys at 97. Today is his birthday, and friends and relatives gathered to do him honor on the occasion. Among them is his three-year old great-granddaughter, Marion Sherman Malamedie, who sent him her greetings by mail.

Wanton B. Sherman.

For more than 60 years, Mr. Sherman has been a reader of The Standard. If any readers know of a better record than that, The Standard would like to hear from them and congratulate them. He reads the paper without glasses,—requiring them only to see distant objects. He keeps, through the columns of The Standard, well informed in regard to the political turmoils of the world, politics being his special hobby, and he is ever ready to argue on any subject—national, state or local in their interest.

Mr. Sherman was born in Dartmouth in 1816. He has always lived in that vicinity. Gideon Howland, grandfather of Hetty Green, employed him in his youth as a teamster. He did much business in those days along the waterfront with the old whalers. Although he retired fr active business many years ago, still works about his pretty fa Fishing and gunning were fav avocations of his until old age obli him to be content with hunting political news up and down the colum of The Standard.

Basket making continues to be favorite occupation with the hale o man. He is a skilled weaver o baskets. He has three sons, Charle S., Hiram E. and Abner P. Sherman who are all living, besides grandchil dren and great grand children. owns one of the gold canes given a Boston newspaper to the oldest h habitant of each town,—he holdi the cane for the town of Dartmou Mrs. Sherman died two years ago the age of 90 years.

MAYOR AND ALDERMEN OF YEARS 1889 AND

MAYOR CLIFFORD AND BOARD OF ALDERMEN, 1889.
From Left to Right—Luther G. Hewins, Jr., Charles F. Shaw, Benjamin F. Brownell, Mayor Walter Clifford, Edward T. Pierce, James D
John Welch.

MAYOR CLIFFORD AND BOARD OF ALDERMEN, 1890.
om Left to Right—Luther G. Hewins, Jr., Benjamin F. Brownell, Charles F. Shaw, Mayor Walter Clifford, Stephen A. Brownell, Jam
Ezekiel C. Gardiner.

hotographs of the two adminis-
ions of Mayor Walter Clifford
ch, in 1889 and 1890, ushered in
long Ashley regime, are herewith
oduced for the readers of The
ay Standard in each of these
s.

Ashley, in 1888, was defeated
vote of 2319 to 2045—274 votes;
89 by a vote of 2383 to 2312, or
es.

For the year 1889 Mayor Clifford's board of aldermen consisted of Luther G. Hewins, Jr., ward one; Charles F. Shaw, ward two; Benjamin F. Brownell, ward three; Edward T. Pierce, ward four; James Delano, ward five; John Welch, ward six. Mr. Ashley was that year the candidate of the Independent Citizens' party, and Welch was the only candidate on his ticket for alderman elected. The other aldermen were all candidates of the Citizens' party—the one which seated Mr. Clifford in the mayor's chair.

In 1890 Mayor Clifford's aldermen were Luther G. Hewins, Jr., ward one (Clifford and prohibition); Charles F. Shaw, ward two (Clifford); Benjamin F. Brownell, ward three (Clifford); Stephen A. Brownell, ward four (Ashley); James Delano, ward five (Clifford); and Ezekiel C. G
six (Ashley).

Of these men, the onl
Edward T. Pierce, treas
Wamsutta mills. Stephen
was afterward mayor.
Ezekiel C. Gardiner
police under his admin
also under Ashley. Cha
ran for mayor one ye
heavily defeated.

COGGESHALL STREET BRIDGE SEEMS DOOMED.

MUST BUILD BRIDGE.

DREDGING APPROPRIATION IS NOT AVAILABLE.

Department Sends Ultimatum to Mayor Ashley—Ac- ot Po sible Until Next Session of Legislature— arf at Belleville Stipulated.

Sept 8 12

Coggeshall street bridge, which veral years has stood as solidly shaky framework would allow it nd in the path of all up-river at last stands in the path of rther development of the chan- the Acushnet river, and the of the structure has been, it is ed, definitely and finally sounded. war department, in an official unication to Mayor Ashley yes- , positively stated that until ime as the city gave assurance t would erect a new bridge on e of the present one, conform- such stipulations as the depart- might make, the $56,910 appro- n now available for further in dredging the harbor would spent. The city has the al- e, the issue fairly and squarely of building a new bridge, or ng dredging in that vicinity d the half a hundred thousand which New Bedford might have ay idle or find employment in other section.

ayor Ashley stated yesterday af- on that about the only course was to build a new bridge, but annot be done hurriedly, and it be a year or so before work be started. The letter to the r in which the war department its ultimatum is as follows:

Aug. 30, 1912.

ar Sir:—

I have to advise you that a- ject has been approved for the plication of $56,910 appropri- d by the river and harbor act July 25, 1912, for continuing improvement of the harbors New Bedford and Fairhaven, ss., but the performance of the rk is conditional upon the ding by the civil authorities of a new bridge at Coggeshall street with at least one draw opening of 100 feet, and of a substantial wharf upon the city property at Belleville; and under the instructions received here, no action can be taken to apply the appropriation until the city authorities or other local agency shall submit satisfactory assurances of compliance with the above conditions. Will you please advise this office what the present status of the matter is as early as practicable, and what action if any is contemplated? It is very desirable to make early arrangement for a contract for this work.

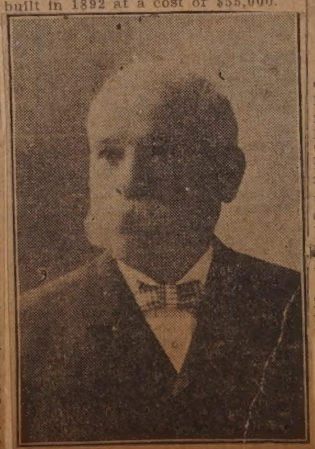
Very respectfully,
Colonel Engineers,
Newport, R. I.

City Engineer William F. Williams has consistently opposed the expenditure of any sums other than were absolutely necessary on this bridge, and it was presumed from his attitude that he anticipated some time ago the very situation which has now developed.

Mayor Ashley stated yesterday afternoon when he read the letter upon his return to this city that he should at once refer the communication to the board of aldermen. He will recommend that it be turned over to the next city government, in all probability with a recommendation accompanying it that the legislature be petitioned for permission to build the structure and issue the necessary bonds. "This is something upon which nothing can be done this year," stated the mayor. "The need of a new bridge up there is evident and is imperative. The new structure north of the Jean-Slocum bridge is simply a single span affair, and will never be concerned so far as anyone can see with any development of the river. It is simply a passage across a very narrow strip of water. Before the city could do anything about the Coggeshall street bridge the city government will have to petition the legislature, and this must be done during the first 30 days of next January. The development of the water front is something that New Bedford wants to pay the strictest attention to, and the doom of the Coggeshall street bridge has been sounded, definitely and positively, it seems to me. The $50,000 mentioned in this specific instance may not be such a tremendous sum, but the letter which I have received is indicative of the attitude of the war department. Not only is a new bridge with a 100-foot span stipulated by the government, but a "substantial wharf" on the city property at Belleville is included. This is something, of course, which will have to be considered carefully, but if the city government should feel disposed to abide by these recommendations of the war department, it would contribute to the development of the water front in the north section of the city, and open up possibilities which have too long been neglected, it seems to me."

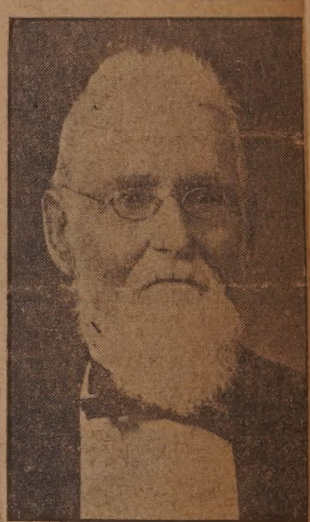
When asked what the cost of a new structure would be the mayor said that he had no idea. "I do not know what kind of a bridge would be desirable, what kind of a structure we could build, anyway, and any estimate of its cost from me at this time would not be worth considering. I tell you frankly that I haven't got an idea what it would cost now. The matter has not been considered at all and of course won't be officially until I have submitted this communication to the aldermen."

The Coggeshall street bridge was built in 1892 at a cost of $55,000.



RUFUS A. SOULE.

Cornelius Tirrell Jan. 18 1913
94 Years Old Today.



Cornelius Tirrell.

Cornelius Tirrell of Long Plain is celebrating his 94th birthday today at his home in Long Plain. Mr. Tirrell, despite his advanced years is in perfect health. He reads without difficulty and he hears better than many people who are half his age. Mr. Tirrell formerly lived in South Weymouth, which was his birthplace, but for nearly a year now has resided on the Manter farm together with Mrs. Tirrell, who is several years his junior. Until he retired from business, Mr. Tirrell was a manufacturer of heels.

He has one son, Eben C. Tirrell of Montreal, and a step daughter, Mrs. Henry A. Jackson of Long Plain.

THE WORK OF THE PIANO DOCTOR.

For Nearly 50 Years George Peirce Has Busied Himself with Musical Instruments As a Tuner and Restorer of Pianos and a Builder of Organs. Feb-11-'12.

A CORNER OF MR. PEIRCE'S WORKSHOP.

"The time is long since past when only the rich man could have a piano in his home but——," the speaker stopped, pointed to an upright ebony box and said, "There is a piano that is 30 years old, one of the first upright pianos that was built and when it is restored it will be as good as when it first left the factory. It doesn't matter, a good piano costs as much today as it did years ago. If you want a grand today it costs just about as much as it did 25 years ago. The grand is the real piano. The upright was built for convenience with not so much thought for tone and expression. With the difference in pianos has come the difference in price."

The speaker was George Peirce, the first real piano doctor that the city has had in many years. He was sitting on an overturned box in his Homer street workshop and was letting his hands fall idly yet caressingly on the strings of the piano action which lay before him. There was a certain wistfulness in the speaker's tone as if the piano today had declined in quality with the decrease in its price.

"Everywhere you go," he continued "you find the piano. If you go down on South Water street you will hear somebody hammering out one of the latest songs on a piano. Everywhere you go you will find the piano whether it is in the rich man's mansion or the poor man's cottage. The fact is that people fail to appreciate a piano today with so many instruments in the market. There was a time, when pianos first came into vogue——" here the speakers broke off and smiling at the writer invited him to see what he called his "ambition realized."

"You know," he said, "This has always been the dream of my life, to restore pianos. Many people, when they find that the piano is beginning to show the wear of time, close the box and the moths finish the rest. When I was young in the piano business.—that was nearly half a century ago—I used to dream that some day I would have a place of my own where pianos which had seemingly outlived their usefulness could be restored to their former condition and tone. I am, well, you might say, satisfied, for my ambition has been realized. This is my workshop and here is my organ that I am building. When that is completed why I shall enjoy life." The speaker motioned to his monstrous organ which filled nearly one half of the shop, and which stood gaunt and spectre like with its tall naked pipes stretching towards the roof.

"This is to be my plaything. I have been working on it for years and during that time I have gradually assembled the material for it. I think that I shall have it finished within a short time and that may mean anywheres from one year to five years."

Mr. Peirce is a mechanical musician and musical mechanic. There is a distinction between the two, one which he explained, but which entered into the intricacies and the entanglements of the trade. He has become past master in both through nearly

George Peirce.

50 years experience with pianos and organs which he is just preparing to celebrate. He might be called an artist in his line for when he sleeps he dreams music and during his waking hours he thinks music.

Since 1872 Mr. Peirce has been firmly established in New Bedford. As a boy he learned his original trade, that of a piano tuner, with the Chickering firm in Boston. When he had mastered that end of the trade he entered the Hook organ works where he built church organs. His desire to live in his home town gradually brought him back to New Bedford where he has lived for the past 40 years. For a number of years he conducted a large piano and organ repair shop above the Bourne auction rooms on Second street. Then later when obliged to give up his lease on the premises he removed his establishment to the work shop which he has in the rear of his home on Homer street.

For the past year he has preferred not to do a great deal of work but has perfected himself in the evolution of the modern piano and he treasures a collection, of which he formed the nucius many years ago, of books and illustrations relating to the piano and its history. One old volume is especially cherished by Mr. Peirce, an old book, written by one of the early masters and illuminated by one of the artists who lived 100 years or more ago.

There are two organs in churches of this city which were built by Mr. Peirce. The large organ in the Trinitarian church bears his name on the name board and the organ in the new St. Anthony's church was also constructed by Mr. Peirce. Then most every other organ in the city has been repaired from time to time by Mr. Peirce. Until he became established in this city it had always been necessary to send to Boston for experts to repair organs, but gradually he became known to the organists, and at the present time he does the bulk of the repair work in this city.

The proudest moment in his life, however, will be when he completes his own organ on which he has been working for a number of years. It is built in the east side of his shop and the great organ is placed on the north side while the swell organ is at the south. The pedals are placed between the organs. The bellows has three feeders, built with a view to have an electric rotary action to pump them. The stock for the organ has been assembled by Mr. Peirce from here and there. The mitring of the pipes is about the only work that has not been done by Mr. Peirce. The low roof on the shop has made it necessary to have a great number of the pipes mitered but Mr. Peirce with the majority of great organists maintains that this rather improves than impairs the tone of the particular pipe.

Mr. Peirce believes that with a tracker organ, such as he is building a greater individuality of tone can be secured than with an electric device. The electric manipulation he thinks is convenient and the effect beautiful, but he compares it to a pianola which the tone can not be so effectively shaded as by the human hand.

speaking a short time ago of the organ, he said: "As most everyknows the principle of the pipe is a whistle with a reed, flute ing tone. The flute tone is given ooden pipe, the string tone by a pipe while the reed is a metal with a tiny metal tongue which the reed like effect to the tone e vibratory motion of the reed.

ch of the pipes for his organ has tested out and worked over by Peirce and he declares when his is completed he will have an that will be unsurpassed for In addition to having it for his use alone, Mr. Peirce will keep students to practice on. Mr. e was at one time a pipe organ ictor here in this city and one s first pupils was Edgar Lord.

e Homer street shop where Mr. e works is a two story frame ing. Nearly half of the first is filled by the organ in process nstruction and the other part is ed to restoring pianos and s. The upper story is used as a e room for the stock which he on hand and which is worth thousands of dollars. There are nicknesses and grades of felt the very softest, to felt as hard avy sole leather. Then there ifferent kinds of skins and rs which are used also in re- g keys. Some of the Swiss kid he keeps in stock is worth dollars a yard.

tools that Mr. Peirce uses are when the intricate mechanism of iano action is considered. Most work is done with a few hand and the skill with which he s them displays long years of e and the work of the master

le D. Wilson.

ilson, son of Mrs. Lillian 79 Court street, and a ie High school class of en appointed associate ie boys' department. He al charge of the work of school boys. Mr. Smith, this appointment, says: is the keynote of suc- rk of the boys depart- Mr. Wilson is just the place."

has been active in the ife and in church work. oes to Wesleyan Univer-

ar School Boys.

each grammar school rs of the Y. M. C. A. practical, be organized ub this winter as rap- and these clubs will ious athletic events. will have charge of he work.

only will compete on gymnasium, but will Bible study classes, work and other ac- mmar school boys, occasions, will not the building after

e allowed to play permit from their

eet on Tuesdays 5 p. m. Gram- on Tuesday at aturdays at 10

GIFT OF $25,000.

Dec. 16.11

WORK OF ANTI-TUBERCULOSIS SOCIETY GREATLY BENEFITED.

Given by Mrs. William N. Swift and Children as Memorial to the Late Dr. Swift—To Be Used for Maintenance of Eliza Nye Swift Infirmary.

At the meeting of the directors of the New Bedford Anti-Tuberculosis Association, held last evening, the president, William B. Geoghegan, announced that a gift of $25,000 to the society had been made by Mrs. William N. Swift, and her children, as a memorial to her husband, the late Dr. William N. Swift.

The income of this fund is to be devoted to the maintenance of the Eliza Nye Swift infirmary, which was a gift of the late Dr. Swift as a memorial to his mother.

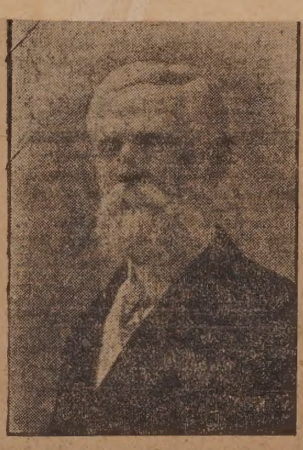
Philip E. Macy, assistant treasurer of the New Bedford Institution for Savings, was appointed by the directors as treasurer of the association, vice Benjamin H. Anthony, resigned.

The directors considered and voted to endorse the draft of a proposed new section to amend the act of the legislature adopted this year relating to assistance to tuberculosis hospitals. The new section, which is to come before the next legislature, follows:

"If, in any city or town in which a municipal tuberculosis hospital is not established and maintained, a tuberculosis hospital is established and maintained by a charitable corporation, incorporated under the laws of the commonwealth, the city or town may, if the hospital and its financial accounts shall have been examined by the trustees of hospitals for consumptives or a duly authorized agent appointed by them and has been approved in writing by a certificate which has not been revoked, send patients to such hospital and be entitled to receive from the commonwealth the subsidy provided in Section I upon the terms and conditions therein set forth."

There are over 40 patients at the sanatorium at present, and several on the waiting list desiring entrance. Among the gifts reported to the directors was a piano, which will be appreciated by the patients and of great assistance when entertainments are given for the benefit of the inmates.

The secretary states that gifts of books will be appreciated, the bulk of the reading material that is contributed being magazines.



George R. Phillips.

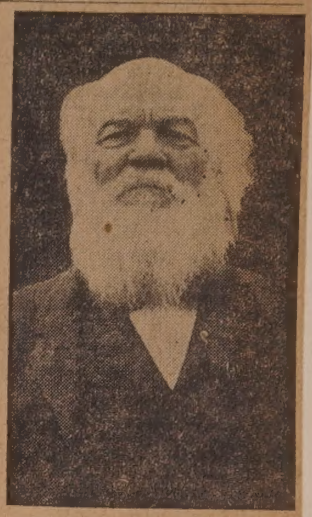
George R. Phillips celebrated the 82d anniversary of his birth today by attending to his multiple duties, as is his daily custom. Mr. Phillips received the congratulations of his friends on the attainment of another milestone in his career. He is in excellent health, and is kept busy with his duties as treasurer of the Board of Trade, confidential secretary to Abbott P. Smith, justice of the peace and notary public.

PARADE 62 YEARS AGO

Dec 7 '20

Henry Parry Saw Firemen March Here August 7, 1850.

"Do you remember the firemens' parade which was held in comemoration of the funeral of Zachary Taylor just 62 years ago today?" such was the question asked by Henry Parry, 82 years of age, who visited The Standard office today and gave a discription of the parade which he saw here on August 7, 1850. Mr. Parry, whose home was in Fall River at the time had arrived here on the morning of August 7, 1850, on the whaler Courier, after completing a four years vorage, and as they sailed up the river they received news of



Henry Parry.

the comemoration in New Bedford The ship was sailed to the dock, there being no tugs then, and quickly abandoned, all hands rushing to see the parade. Mr. Parry states that a company of firemen from Fall River, "Rapid No. 1," a hand tub, who under Spaulding Southworth combined with New Bedford firemen in the parade.

Another incident of much interest, whihc Mr. Parry witnessed was the laying of the corner stone in the old city hall in 1839. Later Mr. Parry moved to New Bedford and attended the old Bush street school which was where the Madison street school now stands. Mr. Parry now resides on a farm which he owns in Lakeville He has followed the sea nearly all his life and on a visit to Padanaram to hunt up an old sea captain friend he stated that nothing looked as it did when he last visited except the flats and rock weeds. Mr. Parry is now visiting his son, A. J. Parry, of 188 Chancery street.

Nov 29, 1917

World Forces Striving for Mastery.

Rev. Frank H. Peters.

HASN'T TOLD A LIE IN 56 YEARS.

The Proud Record of Capt. Geo. O. Baker, Spinner of Sea Yarns—A Version of the Jonah and Whale Story with Himself as Hero—Tradition About a White Whale May Have Suggested Melville Romance

Captain George O. Baker, of this city, ex-whaleman; twice a member of the Massachusetts legislature, and once a witness for the United States government at the Hague, passed on Saturday, April 6 his 77th birthday. Captain Baker is perhaps the most famous living whaleman, whose memory goes back to the golden era of New Bedford's history, when whaling was a great industry and whaling ships sailed out of the broad Acushnet for the waters of the entire world.

"Captain Oh Be Jolly" he was christened, long ago; and "Captain Oh Be Jolly" he has remained to his host of friends ever since. He is still stalwart and hardy, in spite of age and growing blindness. All his life, he has been known primarily as a spinner of sea-stories, and Herman Melville or Frank T. Bullen never told in "Moby Dick," or in "The Cruise of the Cachalot," yarns to surpass the surprising ones which the old seaman can reel off by the hour.

"I am 77 years old today, and I have never told a lie since I was 21," was his astonishing greeting when the writer asked him for an outline of his adventurous life. And he then launched into a series of yarns which, if all true, place him on a pinnacle apart, with such small romancers as Daniel Defoe, or Baron Munchausen, or De Rougemont and his adventures among Australian blacks, viewing him through telescopes from a plain below.

How he was intimate with the Sultan of Zanzibar; how during the Civil war his vessel was burned by a Confederate cruiser, and he was landed on one of Ascension Islands where King Bambazoo made him commander-in-chief of his army and ended by offering to adopt him as his son and heir; how he was chased through a southern sea many fathoms, with a mad whale after him; how he dined with a governor of Ecuador and feasted off fricasseed parrots and roast monkey,—and how, at last, he related yarns to drive away the ennui of the great nobles who frequented the Hague, when he went to the peace tribunal to testify for the United States government as an expert on whaling matters,—all these he related and has related to his visitors and friends, making merry in spite of old age.

Captain George O. Baker was born in Dartmouth, on April 6, 1825. In those days, even more than in these, it was the ambition of almost every small boy to go to sea. George had his way, and at 13 he carried his few belongings aboard the bark George Washington, and saw his name set down on the ship's books as cabin boy. He liked his hardy experiences well enough to ship again—before the mast, this time, in 1851 on board the ship Elizabeth. It speaks well for his talents as a mariner that he returned home boatsteerer. In 1855, he shipped on the same vessel as third mate, and came sailing home as mate.

George was now a stalwart youth of 25. There was no hunter of whales more skilful than he. He shipped on the bark Merlin in 1860 as mate, and in 1863 as mate again, on the bark Coral. The following year, he left the Coral at San Francisco and in 1865 sailed as master of the Edward Carey.

Confederates Burn Vessel.

"We sailed in January, 1865," the captain relates, "on a short cruise for whales, ran down to the equator, west of Ascension, and never saw a spout. "I decided to go to Ascension to recruit. There I found the Hector, Captain Amos Chase, of New Bedford; the Pearl, of New London, commanded by Captain Edwin P. Thompson of New Bedford; and the Harvest, Captain Eldridge of Honolulu, sailing under the German flag.

"Three days later we sighted a steamer, 15 miles out, slowly approaching the harbor where we lay. We suspected nothing, and left our ships to call on a friend at Hadley's harbor, eight miles away.

"On our return, we were surprised to find the steamer anchored alongside the Harvest. They asked me what I made of the craft, and I said I thought she was a Russian. A lieutenant from the steamer then hailed us, and ordered us aboard the vessel. We found we were on the Confederate war vessel Shenandoah, Captain Waddell, and were told our whale-ships were confiscated. Later, they were burned. We were put in irons, and marched to the forecastle, where we lived for 17 days. Our crews, except a few who had agreed to sail on the Shenandoah, were put ashore.

"After about a week, Captain Waddell sent for me. I had been cheerful throughout. I was ushered into the ward-room, where my irons were removed, and I was within an ace of being started on a career as an admiral.

"'Baker,' said Waddell, 'this is no place for you—aboard here and in irons.'

"'That's true enough, captain,' said I, 'but I have been unable to avoid the situation.'

"He then asked me to join the ship, offering me a place in the ward-room at $125 a month. 'I'll sleep on the proposition for a few weeks,' I answered, and the captain began cursing me and had me sent back to the forecastle in irons.

Commander of a Cannibal Army.

"Seventeen days later, we were put ashore, after being forced to give oaths not to take up arms against the Confederate government. We were given a barrel of bread and one of pork, and abandoned,—and this was the allowance for our entire crew.

"We were on the island for six months. We made houses on a hill, above the beach. Some of the Kanaka natives rose against King Bambazoo, or whatever his name was, while we were there, and during the trouble they robbed us freely. The king did not offer to protect us. So I was chosen to command our party.

"About 30 attacked us in two war canoes, one morning. My house was built on stone foundations, two or three feet thick. I took up my station for a time behind this wall, crying out gallantly to my men, 'If the commander-in-chief of this army gets killed, there'll be the devil to pay.

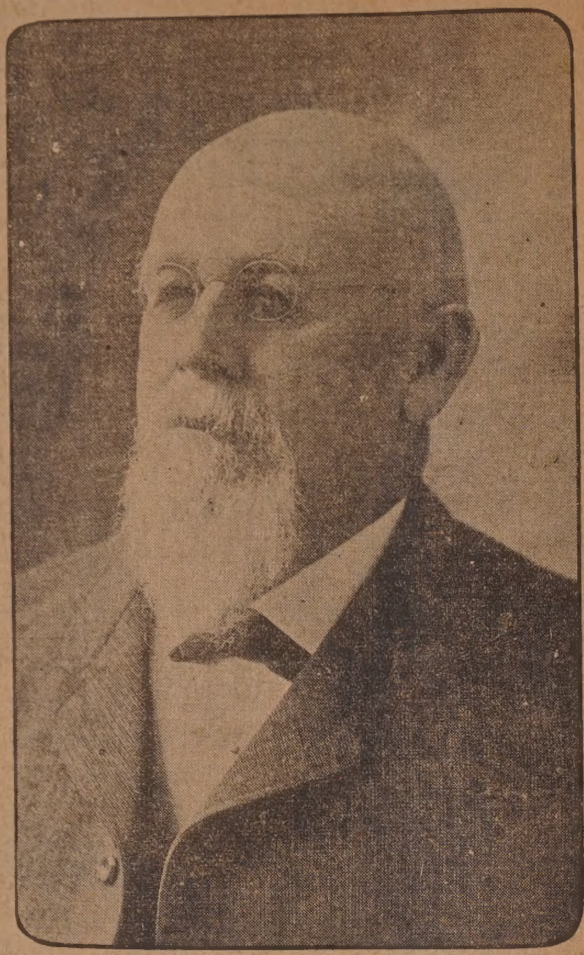
"Then the Kanakas came at us, yelling, and we beat them.—I tied a sword about my waist with rope yarn and led a victorious engagement. We killed two Kanakas, wounded three, sank a canoe, and put the others hopelessly to route.

"There were only nine of us in that battle, and when Bambazoo heard that nine of us had licked 30 Kanakas, he feared for his throne. I made a hit with the king by my prowess, and although a Democrat, fought with his imperial forces against the common people. The insurrection was put down, and the king, who was too fat to walk, was brought to me on the back of one of his subjects. He wished to adopt me, to give me 1 wives or so, and to make me his heir but like Caesar his crown and Roos velt once his third term, I reject adoption and crown alike, and we later made our escape on a Unit States warship."

There are surviving, according Captain Baker, two other men w fought for King Bambazoo against cannibal Kanakas.—John Morris Fairhaven, and Captain Amos Cha of Maine, master of one of the ves burned by the Shenandoah.

Later Whaling Career.

The warship landed Captain B and the others at Honolulu, an worked his way thence to San cisco. As there were no whal fitting out there, he worked h to Peru in a 40-ton schoon Peru, the schooner was fitted whaling. Its master was Reed, of Westport; its first brother, Philip Reed, of Da and Baker shipped as boatst no pay, with the understan he could leave her at any t a better berth.



CAPTAIN GEORGE O. BAKER.

...ths later, he ran across ...ner Portia, which was in ...third mate. He was on her ...ths, humpbacking along the ...ast. Then for six months, ...n her as first mate, and for ...ars following, was her mas... owners purchased at this ...rope for Captain Baker the ...araiso, and he commanded ...o years, sailing along the ...eru, and Chili, and about ...igos and in Panama bay. ...sing.

...dorer then returned home, ...l shipped as master of the ...Pigeon, commanding her ...ages, from '71 to '79(whal... Pacific ocean.

...he sailed as master of the ...opa, for Aiken & Swift of ...ord to Japan and the sea of ...being absent three seasons. ...was sent to bring her home. ...eturned by land. He spent ...ns more on her, however, ...n the same region.

...Baker then spent three ...etly at home in Padanaram. ...went on his last voyage, on ...ohine. He retired in 1890. ...cquired a comfortable for...

...Years in Legislature.

...Baker served the town of ...h as register of voters for ...elve years. He then moved ...edford, and was representa... New Bedford in 1904 and ...e Massachusetts legislature. ...unassuming old sailor, with ...yarns of the sea, became ...ular. He had posted cards ...is campaign, naively ad... To the Man Behind the ...nd bearing on it the fac... a whaleship and a whale. ...d a heavy vote, one Repub... going for him by a great ...hough he was a Democrat. ...be a familiar sight in the ...e state house to see Repre... Baker "swopping yarns" ...in "Bill" Dunham of Nan...

...ated that a Boston reporter ...oached the old sea captain, ... him if he had any new ...e the house.

...aid he, "I have on which I ..."

..."Is it for?" asked his ... questioner.

...bill to stock Jamaica Pond ...es, and feed them on the ...s that come before the ..." replied the unabashed ..."I think that in two years ...produce enough ambergris ...the state debt."

...ght I was a pretty good ...

...d he to the writer, "to sit ...use for two years and not ...

...Baker at the Hague.

...n 1902, that Captain Baker ...y the United States govern... ...estify at the Hague.

...e Horn Pigeon, a New Bed... ...er, was seized by the Rus... ...the sea of Okhotsk on sus... ... sailing, and carried into ...ck. There, she was de... two weeks, and then, as no ...was found against her, al... ...sail away.

... she could return to her ...the whaling season was over. ...er was brought to the atten... the American government by ...W. Clifford, the attorney for ...ers, and damages were asked ...ussian government. The dis... ...s referred to the Hague.

...n Baker was called on to ...rst, as to the value of the sea... ...h the Cape Horn Pigeon had ...second, how many whales on ...rage were caught on the ...at that season; and third, the ...n an average, of a whale. The ... declared that he usually ...between eight and ten whales ... season, and that bone was ...4 a pound, and oil 35 cents a ... Each whale, on an average, ...,200 pounds of bone and 100 ...of oil (there being 31½ gal... the barrel).

...nusing feature of the trial at ...gue, according to Captain ...was the testimony of the Rus... ...ert, who had never been ... that he understood whales ...aded whole aboard ship and ... bulk for $1,250 each. The ...t was referred to the American ...an, and he said that possibly ...ight be some ship afloat that ...ake fast her tackle to a 100... ...le and lift her to its deck,— ...o, he should like to see her! ...ericans won their case and re... ...eavy damages.

...r hearing the Russian expert's ...y," Captain Baker laughingly ..."I was invited to dine with ... decided I had nothing to fear ...im on the whaling question, ...almed off the story of Jonah ...r whale as one of my own ex... ...es. He asked me if Jonah was ...erican, and I replied he was a ... Jew."

Mocha Dick the Wrathful Whale.

During the interview, Captain Baker was asked if he had read Herman Melville's famous story, "Moby Dick, or the White Whale." He replied that he had not, and had never heard of such a book.

"Did you ever see a white whale?" he was then asked.

"I have seen sperm whales with white humps, and whales partly white, but never one all white, but I have heard of such being seen," he replied.

"Did you ever hear of a whale called Moby Dick?" the visitor then asked smilingly.

The captain thought for a moment.

"Not long after the Civil war, when I was humpbacking along the Chilian coast," said he, "I heard stories of a whale which had frequented those waters many years before, which was known among whalemen as Mocha Dick. I never heard, however, of a Moby Dick.

"Mocha Dick was well known to American whalemen before the middle of the last century. He was a huge sperm whale, famous for his fury when struck by an iron.

"Whales, you must know, rarely attack a boat. They frequently stave boats in when struck by an iron, when in a flurry caused by the agony of the harpoon entering their flesh. Rarely, they are knowm to come at boats with open mouths and crush them. But Mocha Dick, whenever he was struck by an iron, is said to have turned on the boat and stove her,—none ever escaped him. He was called 'Mocha Dick' because he was usually 'raised' near the island of Mocha."

Mocha Island lies off the coast of Chili, near Quidico, just south of Point Nena.

Does this story of old Captain Baker explain the origin of the name of Melville's "Moby Dick?" Did Melville name that greatest of whaling stories from an indistinct memory of the Mocha Dick he had heard tales of and perhaps had had unpleasant experiences with, on the Chilian coast?

Such is Captain Baker, and such are some of his yarns. He is one of the few survivors of another era, a link which binds the New Bedford of today with the past that made her wealthy and great.

New Ricketson Book.

President Wood addressed the members concerning a recent publication by Anna and Walton Ricketson.

After making an announcement that the entertainment committee of the society was planning exhibitions and entertainments, and that there would be some activity in the rooms, following the holidays, President Wood said:

"A book has been published this month in New Bedford which should receive honorable mention at the meeting of this society, 'Daniel Ricketson—Autobiographic and Miscellaneous.' This historical work has been compiled and edited by two of our members, Anna and Walton Ricketson, authors of 'Daniel Ricketson and His Friends,' and 'New Bedford of the Past.' The book is noteworthy because it supplies in permanent form additional material from the pen of Old Dartmouth's chief historian.

"Daniel Ricketson will always be a name cherished by this historical society, because he was perhaps the very first to realize that his own time was full of unrecorded treasures of biographical knowledge, historical facts, and family traditions, which were in great danger of being lost to the future.

"He does not seem to have had in mind the writing of a complete history of this township, but rather, as he himself states, the assembling of this vast treasure of fugitive local fact and tradition,—the recording of material of inestimable value for the use of future historians and antiquarians.

"As a matter of fact he did group them into a satisfactory form, and published a work which was for a generation our only history.

"The greatest services that the establishment of this society performed in this community was to arouse our inhabitants to a realization of the value of the relics of the past which still surrounded us, and the records which, unappreciated and unexamined in many households, were in danger of oblivion. It formed a nucleus for collection, and a devoted working force for study and research.

"But incidentally this society performed a noteworthy service in its earliest existence. It brought Daniel Ricketson into his own. It awakened many to see for the first time the real value of the material he had gathered and recorded, and to confess in public manner the debt that this generation owed to his sagacious foresight and loving labor.

"It had been the fashion for many years to magnify the occasional errors in statement and to dwell upon the desultory and unskilful form in which he had left his researches. But with the formation of this society came a fuller realization of what he had really accomplished. It is impossible now to read the earliest proceedings of this society as well as the earlier exercises connected with the Bartholomew Gosnold memorial at Cuttyhunk, without acknowledging that our historian, Daniel Ricketson, is of blessed memory, and one whom this society will always delight to honor.

"The work which has just been published by his daughter and son, Anna and Walton Ricketson, contains some historical material but has its chief value in the glimpses which it reveals to us of the man himself, of his ambition, of his devotedness, of his lofty ideals, and of his full realization of his own limitations and shortcomings. He associated intimately with some of the largest minds in the land. He corresponded and exchanged literary efforts with some of our greatest thinkers and most successful writers. His conversation, his fund of close observations of nature, and his intellectual hospitality attracted them and made his home quite a centre for high thinking and philosophical speculation. His own literary work was placed in an almost unfair competition, for here it was put exactly alongside of that of Emerson and Thoreau and Alcott and Curtis and Whittier.

"The perusal of the delightful letters in this volume emphasizes again the extraordinary change which is now often commented on in the popular education of adults. Now it is largely accomplished through the eye—the reading of the daily newspapers—and the play, and in the few and much adulterated kernels of information which may occasionally be found in the modern vaudeville.

"A generation and a half ago this hall would have been crowded to hear the essayist of the evening. It was the era of the Lyceum Bureau. Our largest halls were filled, without the attractions of orchestras and stereopticon slides, to hear the leaders of thought and action in that day, discourse on philosophy and on the problems involved in current events.

"It seems to us now, as we look back, that 'there were giants in those days.' Then was the climax of popular oratory when vast audiences sat thrilled by the skill of the speaker, and were swayed as a mass by a magnetic address.

"New Bedford heard the best that appeared on the lecture platform, and Daniel Ricketson entertained some of the best.

"Then were the days of one-night stands, as the theatre managers would now call it. A popular speaker would swing around the circle, with a night in New Bedford and then a night in Boston, with perhaps a night or two intervening.

"Emerson and Thoreau and George William Curtis were favorites here, and year after year they, and many others, sojourned before or after the lecture with Daniel Ricketson at his delightful home at Brooklawn on Acushnet avenue. Here during the late evening, around the blazing fire in the rustic study called 'The Shanty,' sat our hospitable fellow citizen and his distinguished guest, and discoursed of nature and poetry and art, and brought in with that old-time appropriateness those resounding quotations from the poets, both Latin and English.

"The book reveals a beautiful picture of an unusual life."

Nov 21, 1912

Hetty Green's List of Don'ts for Young Women

"Don't envy. Don't overdress. Don't fail to go to church. Don't eat anything but good, wholesome food. Don't cheat in your business dealings. Don't forget to be charitable. Don't forget to take a lot of exercise. Don't forget to obey the laws of God."

HETTY GREEN IS 78 TODAY.

Richest Woman in World Celebrates Birthday at Her Desk.

New York, Nov. 21.—Mrs. Hetty Green, "the richest woman in the world," was 78 years old today. "It's no holiday, though," she declared at her square little rosewood desk at the head of Wall street. "Why should I take a holiday and waste a whole day, just because I happened to be born on November 21, 1834?"

PANTHER WEATHERED FIERCE HURRICANE. Jan 11. 1918

Photo by American Press Association.

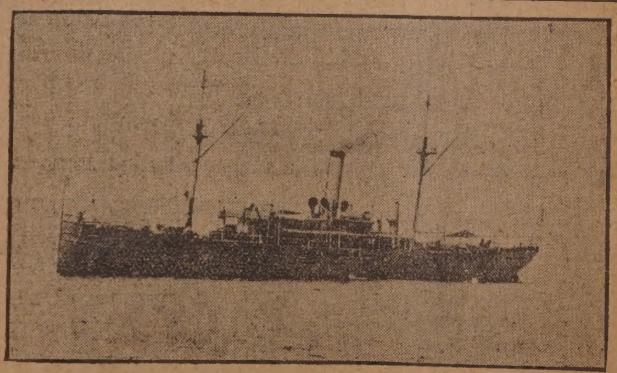
COALING THE PANTHER.

Guantanamo, Cuba, Jan. 11.—Weathering the ninety mile hurricane which swept down upon her soon after she left New York and strewed the Atlantic coast with shipwreck and disaster, the naval repair ship Panthen arrived safely at htis port, halting a wireless search for her which had been in progress since Sunday night and allaying a growing feeling of uneasiness among those who had friends and relatives on board. Carrying abundant material for the repair of the vessels of the Atlantic fleet soon to begin practice in West Indian waters and commanded by Commander Louis Rudolph de Steiguer of Ohio, a seasoned naval officer, who served with distinction on board the battleship Illinois in the famous globe encircling cruise of the American war fleet, the Panther left New York at noon on Jan. 2, bound for the naval station at Guantanamo. The alarm for her safety arose from the fact that no wireless communication with her could be obtained after the gale of last Friday, although she was equipped with a wireless outfit sufficient, it was believed, to enable her to keep in communication with vessels in the traffic to the West Indies.

COMMANDER DE STEIGUER.

PANTHER SAFE AT GUANTANAMO.

Jan 10, 1918



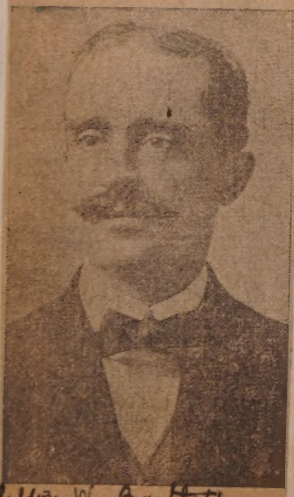
—Photo by Ernest H. Athearn.

Washington, Jan. 10.—The naval repair ship Panther, for whose safety fears were felt, reported her arrival at Guantanamo late Thursday.

The Panther proceeded to Cape Cruz, on the southern coast of Cuba and will be on duty for torpedo practice to be held in the Gulf of Guacanabo, as a part of the winter manoeuvres of the Atlantic fleet.

Unfounded reports to the effect that the Panther was lost, had caused scores of inquiries to be made at the navy department by relatives of the officers and the 174 men aboard her.

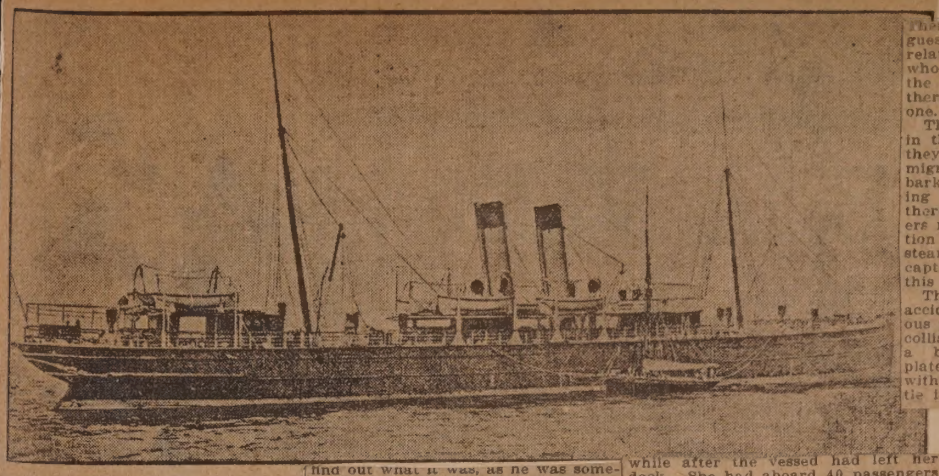
Nov 30, 1912



Clifton W. Bartlett

STEAMER FORTUNA ARRIVES AFTER A RECORD PASSAGE

May 23-12



HAS 353 PASSENGERS.

FORTUNA WAS 11 DAYS OUT OF CAPE VERDE ISLANDS.

Captain of Wrecked Schooner Frederick Schepp on Board—Quick Trip and Fair Weather Marked Passage—Has Wireless Apparatus.

Bringing 353 passengers and a crew of 66 men, including among the number being the captain and and officers of the wrecked schooner Frederick Schepp," the steamer Fortuna of the Empreza de Navegacao Cabo-Verdeana Ltd., line arrived in the lower harbor this morning and was tied up at the immigration dock shortly after 12 o'clock this noon. The Fortuna was in command of Captain John Sacramento Monteiro, former harbor master at Fogo, who is making his first trip to New Bedford and unlike the commanders of other Portuguese vessels which have come in here, the captain was unable to speak any English. He has been to this country before, sailing to Philadelphia, and he had the honor when he tied up at the dock in this city today of having made the quickest trip from the Cape Verde Islands to New Bedford ever made by an immigrant ship. He was 11 days from Brava, which is several days faster than other steamers have previously made here and is weeks quicker than the sailing packets.

The Fortuna, which was formerly the British steamer Norwich, is, next to the Peninsula and the Patria, the largest immigrant ship to visit New Bedford. She is of 770 tons net, has two stacks and is big and roomy. Once upon a time she was painted white, but as she has been constantly in commission for a considerable period, her paint is badly worn, and she did not present a very tidy appearance as she lay at quarantine. After discharging passengers here, the Fortuna will proceed immediately to New York to discharge cargo and will load there again for the islands. Whether she will stop at New Bedford or not on her return passage has not as yet been determined.

The Fortuna, in addition to having the distinction of making a quick passage across has the distinction of being the first Portuguese immigrant ship to come here equipped with wireless. This is in conformity with the new law, and the Fortuna was equipped with apparatus before she left New York for the Cape Verde Islands April 3. The wireless operator was an American, Andrew H. Kuhn of South Orange, N. J., and his duties as wireless man had not been very strenuous, he reported.

On the way over, the steamer met with nothing but tramp freighters or sailing vessels and until he was in sight of Nantucket Shoals lightship last night he had not had occasion to send a single message at the captain's orders. When off the lightship, Captain Monteiro told him to find out what it was, as he was somewhat confused by the lights which she carried, but the wireless man spent half an hour trying to raise someone aboard the lightship and was unable to do so. The wireless proved of interest to crew and passengers all the way across as it was the first one they had seen. The wireless operator, however, who was making his first ocean voyage, admitted at the dock that he had got enough of immigrant ships and said he preferred a berth where the apparatus would be in use once in awhile.

The captain and his mates were Portuguese, but all his engineering crew were English. The ship carried three mates and four engineers, the mates Portuguese, and the engineer force English.

The ship's physician was Dr. E. D. Fraser of New York, who had made the trip out to the islands and back in the steamer, and he reported a clean bill of health, with the one exception of a case of opthamalia. The patient will be detained until proper treatment has been given here.

The passengers as a whole, were a healthy, strong looking crowd, and of the 353 but 30 of them were women and children. Included among the number were Mary B. Lima, Manuel B. Lima and Edith Lomba of Fairhaven who had been to the islands during the winter on a trip. When two days out from Brava, five stowaways were found in the hold and the captain reported them when he reached here. The stowaways were put to work when found, but two of them promptly got in a scrap and part of the way across the commander had them in irons.

Jose Santos Silva, one of the owners of the line, made the trip across with the Fortuna, and he was met at quarantine by Benjamin J. Taber of this city, the New Bedford agent of the line.

The Fortuna came by Cuttyhunk early this morning and was picked up by Frank Veeder, the pilot, who brought her up to quarantine. She dropped anchor below Butlers Flat shortly after 9 o'clock, and within an hour or so the tug Sherman, carrying the port physician, Dr. Frasier, and the other port officials was alongside. The ship's physician reported no sickness, and the steamer was immediately got under way and headed for the immigration wharf. Her size made her somewhat unwieldly to handle in the narrow space, and it took the tug half an hour to warp her into position. Passengers were taken into the immigration shed, and the work of examination by Dr. John T. Bullard, medical inspector, and Immigration Officers Hinckley and Duffy was begun. Inspector Sullivan was in Boston today, and the force in New Bedford was handicapped. Word was sent to the commissioner in Boston, however, asking for help, and it was expected that additional inspectors would be here later in the afternoon.

Among the passengers were the captain of the ill-fated Fredericka Shepp, Captain James F. Silva; his mate, Peter Cruz; the carpenter, Joseph Viera, and several of the seamen and passengers, and the story of the wreck was learned for the first time today. Captain Silva is bitter in his denunciation of the harbor master at Brava, and is returning to this country with the intention of instituting civil proceedings against the Portuguese government in an effort to recover for the loss of his vessel. It was on April 12 that the wreck occurred, in the harbor at Brava, within a very short while after the vessel had left her dock. She had aboard 40 passengers and a crew of 16 men. The vessel became a total loss, but all of the passengers and crew were taken off in the small boats and saved. Captain Silva maintains that it was through the orders of the harbor master that the vessel was lost, and blames the Portuguese official entirely for the wreck. In telling the story of the occurrence as the Fortuna came up the river this forenoon, Captain Silva said:

"I was tied up at the dock in Brava, with all my passengers and crew aboard. The harbor master came aboard and told me to cast off and put to sea. I remonstrated with him at the time, telling him that there was hardly enough wind to give me steerage way and that the currents in the harbor would set me down on the rocks. He thought otherwise and immediately took control. He said that if he allowed me to remain I would smuggle passengers aboard or some such thing as that. It is different in the islands than it is here. There the harbor master is absolutely supreme and he is the pilot. I was sailing under the American flag but he had a right under the laws there, to come aboard the vessel and be in absolute control. I had nothing to do with it until he left us when we were outside the harbor.

"The mate joined me in telling him that it was no time to start out but he was insistent, and ordered the lines cast off. We hardly moved across the harbor and the currents were constantly setting us down toward the rocks. Finally I yelled to my mate who was forward to drop his head sails and make ready with the anchor. The harbor master yelled out to leave the headsails where they were and not to let go the anchor, saying there was so much water that the anchor would be of no use. Consequently we stood on deck there, I being powerless to do anything and the Fredericka Scheff went down just as I thought she would and brought up hard and fast on the rocks, the currents setting us down so fast that the vessel opened all her seams when she struck.

"I got the small boats away, and in the one in which the women went sat the harbor master. The passengers were all got off without any difficulty, and the crew followed. I had just time to get the chronometer, the ship's instruments and to lower the American flag before I went over the side. When I left the ship I was standing in water to my waist. The vessel soon went to pieces, and I lost not only that but also all the passage money.

"I immediately appealed to the American consul there, as I am an American citizen, and he sent me back home on the Fortuna. I have made out the regulation papers of protest and all other papers, and I am going to Providence this afternoon and as soon as possible start action to see if I cannot recover from the Portuguese government. The harbor master is an official of the government, and I am sure that my vessel was lost because of his orders and his handling of her that day."

Captain Silva has sailed in the Frank Foster and in the Elizabeth T. Doyle, and is well known both in this port and in Providence. The captain said that after he found out what action he could bring here he intended to take passage back to Brava again.

Deputy Chief John Parker sent a squad of police down to the dock when the steamer came in, and a section of the wharf was roped off.

There were several hundred Portuguese residents of the city expecting relatives or friends on the steamer who were at the wharf waiting for the vessel to dock and the scene there shortly after noon was a lively one.

The passengers reported that crops in the islands were poor and that they expected large numbers of immigrants on the ships to come. The bark Rice is anticipated any day, being already 30 days out of Brava; there were one or two other schooners nearly ready to sail, and in addition there were rumors of another steamer, recently purchased by the captain of the Maria Luiza, sailing this coming month.

The Fortuna met with two small accidents while cruising to the various ports in the islands. She was in collision with the Italiano, sustaining a blow that dented some of her plates, and later was in collission with a small sailing vessel, doing little if any damage, however.

18

CHARLES DICKENS IN NEW BEDFORD.

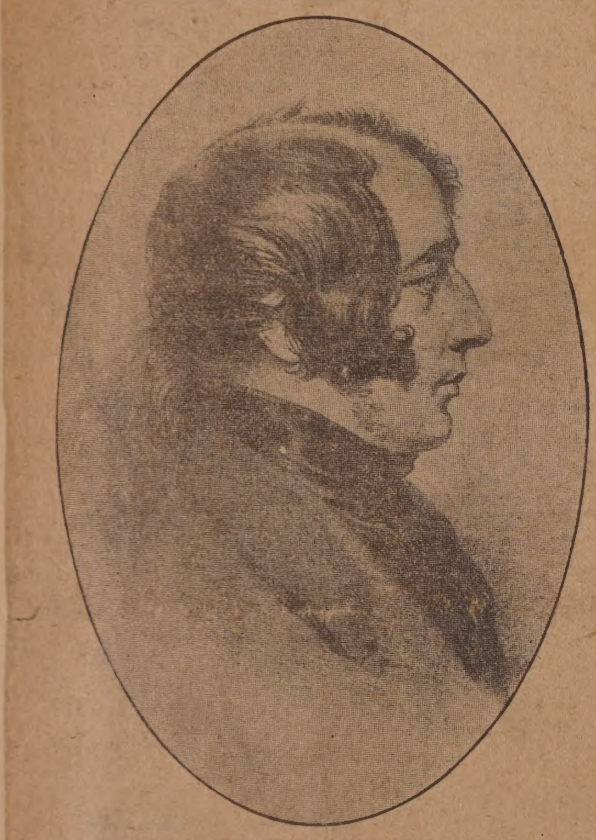
Famous Novelist, Whose Centenary Occurs in February, Gave Readings in Liberty Hall Nearly 44 Years Ago—Reference to This City in Letter to Daughter.

Jan. 14-12

During his second tour of this country, in 1867-68, Charles Dickens, whose centenary is near at hand, paid New Bedford the honor of a visit, and gave readings from his own works in old Liberty hall. The occasion is still comparatively fresh in the minds of many of the older residents, some recalling it with pleasure, while to others it was a disappointment. At least one man has confessed to the present writer that Dickens was a very poor reader and his listeners were extremely bored. The date of the reading was Friday evening, March 27, 1868. This was nearly 44 years ago, and the high school girl or boy of that period who heard Dickens would be not far from 60 now. To the younger generation of today the talk of the coming centennial of Dickens has the effect of placing him far in the remote past, and it is not easy to realize that there are people living who have heard the "Christmas Carol" from the author's own lips. Mention of the "Carol" brings to mind the poem, "With Dickens at the Christmas Hearth," by Richard Burton, who after describing in verse many of the characters of the famous novelist, goes on to say: :

"Broils, villains, gentlefolk of all degree
Make populous the air, a hundred strong.
Last comes, as fits the season, Scrooge, his knees
Attremble, till he marks the Christmas song
Of Love and knows that spite and greed are wrong,
And how that charity is more than these.

"Master of human hearts! No Christmastide
Whose chants are not the sweeter and whose cheer
Is not more blest since Dickens lived and died!
The savor of his teachings makes each year
Richer in homely virtues, doth endear
Man unto man; hence shall he long abide."



CHARLES DICKENS.

Dickens' second tour of America was in the nature of a veritable triumph. He was then 56 years old and at the height of his fame. Time had softened the asperities caused by the publication of his "American Notes" and Chuzzlewit," whitten after his first visit to this country a quarter of a century before, wherein he dealt severely with his Yankee cousins. Everybody was anxious to see and hear the noted author, whose public readings throughout England, scarcely less than his writings, had added greatly to his repute. An enterprising American manager offered him a large guarantee to come, and he came. When he returned to England he had salted down a fortune of $100,000, representing his profits from the 1st of December, 1867, to the last of April, 1868. Crowds attended his readings everywhere. People stood in line all night to be first at the ticket sales, and it is recorded that on one occasion in New York, at 8 o'clock in the morning there were 5,000 in two lines leading to the box office, while by 9 each line was more than three-quarters of a mile in length. Even a popular Broadway musical show could not be expected to do much better than this nowadays. Enormous bonuses were paid for tickets, and speculators reaped a harvest, thereby calling down the wrath of the public on Dickens' hard-worked and roundly berated manager, Mr. Dolby.

Dickens began his reading tour in Boston, going later to New York and Philadelphia. Then he planned a tour of "the two or three best New England towns," and all of the large cities as far west as Chicago. He shrewdly selected the New England cities having the largest halls, and New Bedford was one of these. This city also had the reputation of according splendid patronage to the speakers of the famous Lyceum courses of that era, when lectures were more popular than vaudeville, and people paid their good cash to hear the leading intellectual lights of the country. Those of us who cannot remember it can well imagine what eagerness greeted the announcement of Dickens' intended visit here.

The price of the tickets was placed at $2 each, a large sum for that time, when the best theatrical attractions could be seen for 50 or 75 cents. A perusal of the advertisement printed in the daily papers fails to reveal other than the one price. However, seats were well taken, and the interest became intense. People were writing communications to the press about Dickens. The Standard, on the day of his appearance, had the following to say: :

"Mr. Dickens' reading this evening almost precludes a thought of anything else * * * It is stated that Mr. Dickens has a strong penchant for appearances and everywhere reads in front of the same maroon screen, at the same dainty desk, and with the same arrangement of gas light."

At the hour this paragraph appeared, probably nobody in the city knew how near New Bedford was to the disappointment of not being able to hear Dickens at all, but happily for the public, that contingency was averted. As it was Dickens gave the reading at great inconvenience to himself. His travels about the United States had been attended by great physical hardship and illness, so much so that no doubt his sudden death two years later was due in part to his experiences in this country. He had a severe cold and a bad cough, and a trouble in his right foot which caused lameness. On the day of his New Bedford reading his condition was far from reassuring, and friends in Boston were much concerned as to the advisability of his making the trip to this city. Dickens himself tells of the situation in a letter to his daughter from Portland, Me., on March 29, writing as follows:

"I should have written to you by the last mail, but I really was too unwell to do it. The writing day was last Friday, when I ought to have left Boston for New Bedford (55 miles) before 11 in the morning. But I was so exhausted that I could not be got up, and had to take my chance of an evening train's producing me in time to read, which it just did. With the return of snow, nine days ago, my cough became as bad as ever. I have coughed every morning from 2 or three till five or six, and have been absolutely sleepless. I have had no appetite besides, and no taste. The life in this climate is so very hard! When I did manage to get to New Bedford, I read with my utmost force and vigor. Next morning, well or ill, I must turn out at 7, to get back to Boston on my way here," because there was no Sunday train to Portland. The letter was written on Sunday.

After reading this admission as to his health, it is surprising to think that New Bedford heard Dickens. But the money was in the box office (they didn't call it by that name then, and in fact most of the tickets had been sold at the book store of Taber Bros. on Purchase street), and the public was a-waiting. The advertisement had announced the entertainment to begin "at 8 o'clock precisely, and the reading will be comprised within two hours. The audience is earnestly requested to be seated 10 minutes before the commencement of the reading." And the audience apparntly was, according to the Mercury the next morning:

"A large audience gathered punctually at Liberty hall last evening, eager to see Charles Dickens and to hear him read his 'Christmas Carol' and the trial from 'Pickwick.' The drapery, desk and lights were arranged here as they have been described in other cities, and precisely [evidently a favorite word in 1868] at the appointed hour, Mr. Dickens appeared, wearing the evening dress invariably worn on similar occasions, not forgetting the red and white roses in his coat buttonhole. But the moment the words 'Marley was dead' were spoken, all thoughts of stage appointments and dress were forgotten in the charm of the reading. In fact, Mr. Dickens himself was forgotten for the time being, as Scrooge (this name tells what he was), Scrooge's nephew, his timid clerk, the Cratchit family, Tiny Tim and all, or the memorable participants in the trial of Mr. Pickwick, in turn occupied the stage.

Henry T. Chase, 92, Oldest Whaleman in City

June 24, 1913
Henry T. Chase.

Henry Tillinghast Chase, who, in his 93rd year, is New Bedford's oldest whaleman, still delights in recalling memories of his whaling voyages by [illegible] customary sou'wester [illegible] seamen.

[illegible]ne of his daughter, Mrs. [illegible]Hanna, 69 Summer street, [illegible]as as his chiefest prize [illegible]worthy garments that he [illegible]ar when he shipped be[illegible]st in whaling trips up to [illegible] the Civil War. In addition to some of his old oilskins, he has a collection that belongs to his son-in-law, William A. Hanna, who was also a whaleman.

It was while Mr. Chase was thus dressed up that a Standard camera man took the accompanying photograph.

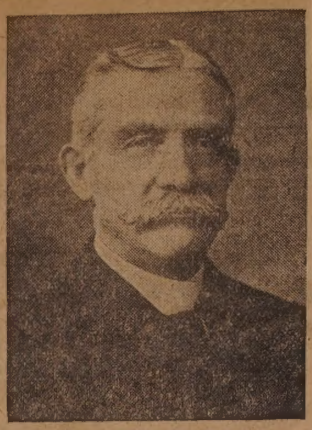
Although Mr. Chase has not been out on a whaling voyage since 1865, he has an intense love for the game. His advanced age has worked its ravages, and he no longer enjoys the full use of his faculties. He has, however, never experienced a really sick day since his early youth.

Mr. Chase was born in Hixville June 20, 1821, and always sailed out of this port, and spent nearly a quarter of a century on whaleships, the latter part of his life as an officer. He came home in 1865, at the time oil was down in price on account of the war, and was to have gone out next time in command, but the depression stopped many whalers from being fitted and Mr. Chase remained at home, and up to a short time ago worked about the wharves, of late years having been employed with Abraham Chase & Son, his last work having been in their block shop.

Mr. Chase was four years in the bark Pacific, Captain George Farnham, four years in the bark Rodman, Captain William Williams, three years in the bark Franklin, Captain Washburn, two years in the same bark under Captain Ira Davis, two years with Captain Cleary Walters in bark Hope and two years in the same bark with Captain Shuebel Brayton, and four years with Captain Hazzard in bark Exchange. He came home mate of the Exchange in 1865. Mr. Chase's wife died May 4, 1911. He has one son, Frank B. Chase and a daughter, Florence L. Hanna of 69 Summer street.

A Life-Long Broker of New Bedford, An Esteemed Citizen

Aug. 1913



Charles S. Kelley.

Charles S. Kelley celebrates today his 67th, birthday. He was born in this city on August 2, 1846, and began to earn his own living when 16 years old. He worked for two years in stores. In 1864, he entered the banking office of Edward L. Baker as clerk. He continued when Samuel P. Burt bought out Mr. Baker, becoming bookkeeper. In 1875, Mr. Kelley became a member of the firm of S. P. Baker & Co., and in 1884 by the death of Mr. Burt, Sanford & Kelley assumed the entire business. For several years he travelled in the west in the firm's interest. Mr. Kelley has been a factor in three widely different organizations of the city, the Young Men's Christian association, the Board of Trade and the Wamsutta club. He was one of the organizers of the Y. M. C. A. and its first treasurer, which office he held for 13 years, when he resigned. It was through Mr. Kelley's activity that the Wamsutta club obtained the fine quarters at the corner of County and Union streets. He was treasurer and active member of the building committee, and it was through his efforts that the financing of the club was carried on with success. For his work for the club, he was made an honorary member, the first member who received that distinction. It is in his connection with the board of trade that Mr. Kelley's activity and fertile brain served the city as a whole in a way that is remembered by all the citizens. He was one of the two men who saved it from disruption when things were at a low ebb and little interest taken in the affairs of the organization. He was the principal factor in the success of the industrial fairs which were held under the board's auspices. It was largely through his influence that the board of trade book of New Bedford, a valuable publication showing the city's position in the industrial world, was compiled and issued with success.

No man in this city has been more actively interested in the advancement of its prosperity than Charles S. Kelley. He is the man to whom everybody goes when in search of facts and figures to show the importance of New Bedford in the industrial world. Monay people know Mr. Kelley as an enthusiastic member of the Protecting society. He was president for many years of the Protecting society.

Accepts Call to Southbridge Church.

July 1, 1913

Rev. Harry L. Brickett.

TO LEAVE MARION.

REV. MR. BRICKETT HAS HAD A LONG PASTORATE.

Will Complete His Work in Marion on the Last Sunday in September and Takes His New Church on October 1.

Rev. Harry LeRoy Brickett, pastor of the Marion Congregational church since 1894, has accepted a call to the Elm Street Congregational hcurch of Southbridge. He will remain in Marion till the last Sunday in September, going to Southbridge Oct. 1. He preached in Southbridge last Sunday, and at that time gave his verbal acceptance to the committee of the church. His written acceptance will be read in the church next Sunday at Southbridge. Rev. Mr. Brickett will receive $1200 a year and his parsonage.

This year is Mr. Brickett's 19th at the Marion church. He came there from a 12-year pastorate at Lynnfield, where he first went when he had graduated from Andover Theological seminary in 1882. He is a native of Newburyport, but early moved west and graduated at the Geneso, Ill., High school. From there he went to Oberlin, where he took his degree. From 1875 to 1876 he was principal of the schools of Schroon Lake, N. Y., and then went to Hillsboro, N. H., where he was superintendent of schools for three years. During a portion of that time he was one of the editors of the Hillsboro Messenger. He entered Andover Theological seminary in 1882. In 1885 he married Miss Amelia Herring of Goshen, Ind.

When Mr. Brickett took up his work at the Marion church the affairs of the church were at a low ebb, and he has steadily built it up. As a citizen he has given liberally of his time to intsitutions and public enterprises, and it is with regret that the people of Marion take leave of him.

Ernest V. Alley.

RESIGNS FROM STANDARD.

E. V. Alley Appointed to New Position —Succeeded by James T. Murray.

Ernest V. Alley has tendered his resignation as advertising manager of The Standard and Mercury and will join the advertising department of the Curtis Publishing company, of Philadelphia, publishers of the Ladies' Home Journal, the Saturday Evening Post, and The Country Gentleman. Mr. Alley has been connected with the advertising staff of The Standard for 16 years, entering the employ of E. Anthony & Sons, Inc., shortly after graduation from the High school here. Mr. Alley is the second of the Standard staff to become associated with the Curtis Publishing company during the past year, Loring A. Schuler, formerly of The Standard, being at present upon the editorial staff of The Country Gentleman.

Mr. Alley will be succeeded here by James T. Murray, who will become advertising manager of The Standard and Mercury as soon as Mr. Alley leaves for his new position. Mr. Murray has been identified with the advertising department of the paper for several years.

NORTH STATION POST OFFICE WILL DELIVER THE MAIL TO 30,000 PEOPLE IN NORTH END

Feb. 13. 1914

WILFRID DESLANDES, SUPERINTENDENT.

The north station of the New Bedford post office will be opened, according to the present plans, on March 1, in the building remodelled for the purpose, just opposite St. Anthony's church. Wilfrid Deslandes, who has been a member of the department here for twelve years, as substitute and carrier, will assume charge as superintendent on that date.

Into the care of Superintendent Deslandes will be given a post office which will deliver mail to more than 30,000 people. He will have in his charge from twelve to fourteen carriers. This territable city under his charge will consist of all New Bedford north of Linden street, thence to Summer, and to Durfee; and its south line will thence lie on Durfee, westward.

Part of the furnishings of the new office have already arrived. A postal savings bank will be established there, and all the other departments of a well furnished post office, including foreign and domestic money order service, registry, etc. The north station will also have locked boxes, which will presumably rent at $4 a year, and $1 a quarter.

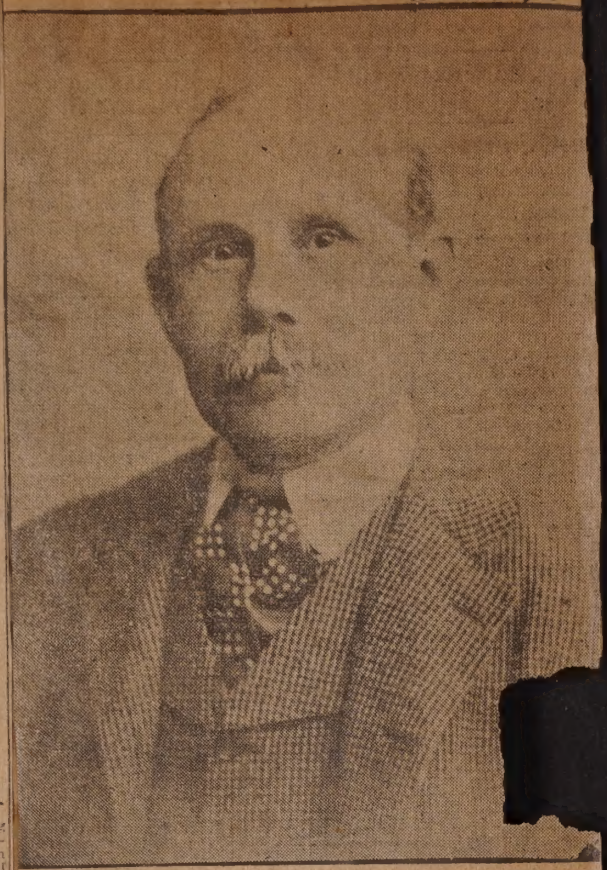
Mail from the centre for the north station post office will be delivered there five times a day. Collections in the north station district will be made by carriers on their return to the office, as they pass the boxes. The new station is 9230 feet from the central office. How the mail will be carried between the main and branch office has not yet been decided,—perhaps by mail messenger or by the contractor who has the contract to carry mail from here to Acushnet and return.

Postmaster Barrows has submitted to the deypartment at Washington the following schedule, which will probably go into force March 1:

Post Office.	North Station.	Acushnet.
Lv. 9.40 a.m.	Ar. 10.07 a.m.	Ar. 10.50 a.m.
Ar. 12.40 p.m.	Ar. 12.13 p.m.	Lv. 11.50 a.m.
Lv. 1.15 p.m.	Ar. 1.42 p.m.	
Ar. 2.40 p.m.	Lv. 2.40 p.m.	
Lv. 3.00 p.m.	Ar. 3.27 p.m.	Ar. 3.50 p.m.
Ar. 7.10 p.m.	Ar. 6.43 p.m.	Lv. 6 30 p.m.
Lv. 7.10 p.m.	Ar. 7.37 p.m.	Ar. 8.00 p.m.

POSTMASTER 60 YEARS OLD TODAY.

Dec 21, 1918



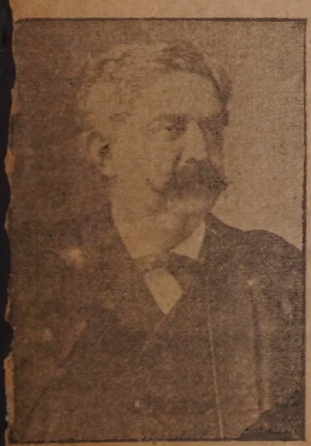
FRANK C. BARROWS.

—From a New Unpublished P

COUNTY COMMISSIONE[illegible] J. BRYANT.

HAVE RECORD AS GOOD AS MAYOR'S.

Jan 4, 1914



Rev. M. C. Julien.
The former has offered prayer, the latter [illegible] of Mayor Ashley's inaugurations, seventeenth time.

Robert A. Terry.
has administered the oath, and both will officiate to-

LIBERTY HALL, IN WHICH DICKENS GAVE HIS READING.

Whatever was loveable or hateful, orous or pathetic in the charac- introduced, was portrayed as the genius which created them successfully. The audience ciated keenly the excellence of impersonations, hardly venturing terrupt the reading by the usual ession of their enjoyment. But who had anticipated most were ed beyond their anticipations, he youngest present will not forget how the tears started as Cratchit spoke of the green rest- lace of Tiny Tim, or how impos- it was not to laugh out loud Mr. Winkle was being badgered r. Skimpin and the court. They fortunate who have seen and d Mr. Dickens."

he Standard's comment on the ding was after this fashion:

"Mr. Dickens read his 'Christmas rol' and the trial of the case of rdell vs. Pickwick last evening in berty hall, of course to a large and shionable audience. The first piece s nearly entire, but the other se- ely cut toward the close. Besides ving out the less striking portions, often interpolated a word or a rase, which was far from an effec- ve addition. He brought on the ok, but gave it no attention beyond rning the leaves, generally several once.

"He commenced with a scarcely perceptible mouthing of his words and affected mincing. His gestures were sprightly,—some might say quick and nervous; but yet his whole air was one of complete self-posses- sion. He could not help occasionally leaving off the h from w'en, w'at and w'ile.

"But in a very few minutes these little blemishes wore off and disap- peared in the general fact that, taken all in all, Mr. Dickens is an extremely pleasant reader. He forgot to mince, his gestures became more easy and graceful, though still lively; and in- deed lively is the word which best expresses the character of the per- formance.

"Mr. Dickens' whole manner ap- peared natural, after he warmed him- self to the work, and if the general effect was really due to the elocution- ists' art, the art was refined to that point where it becomes artistic. [Here follows a brief dissertation on public elocutionists]. Mr. Dickens' style is easy and harmonious with it- self throughout, without being dull or monotonous. His liveliness of man- ner even went into the most pathetic and thrilling portions of the text, the allusions to Tiny Tim in the presence of the Spirit of Christmas in the Future, and the interview of Scrooge with his clerk the morning after Christmas—without marring proper- ties; it lent additional snap to the spiteful drinking of Scrooge's health by Bob Cratchit's wife, and it made Mr. Dickens' special forte of oddity

d raciness in description more ex- edingly Dickensy than his admirers en had a comprehension of. This as specially prominent in Mr. Fez- wig's ball. The more broadly comic as rendered extremely delightful by excellent acting.

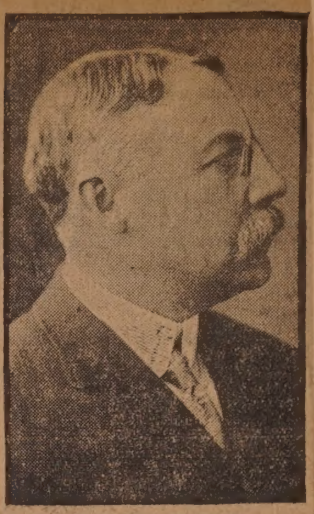
"In a word, the reading made up n genius and tact more than was acking in art and method. The losest attention of all was secured, o much so that, though several times warmly applauded, it seemed as if he audience forgot oftener than re- membered to manifest its approba- ion."

In the exhaustive biography of Dickens, written by John Forster, his publisher, some figures are given of the receipts from the various readings. Those for New Bedford were $1,640, which, at $2 a head, means that an audience of 820 people was seated in the hall, and probably a few over. It is sorrowful to relate that the receipts of this city were the smallest of his tour. Rochester, N. Y., showed $1,906, Springfield $1,970, and Provi- dence $2,140. Everywhere else the figures were larger. Portland rose to $2,600. In Boston on several occa- sions the receipts were $3,400 nightly.

Before his return to England Dick- ens was the recipient of a big fare- well dinner in New York. He died at his home at Gadshill, Kent, of a shock, on June 9, 1870. On hearing of his sudden death many a father, with dimmed eyes, charged his favor- ite child to remember, when she came to be old, to tell her grandchildren that she had heard Charles Dickens read the "Christmas Carol."

PERSONAL.

Jan 21. 1913



John Duff.

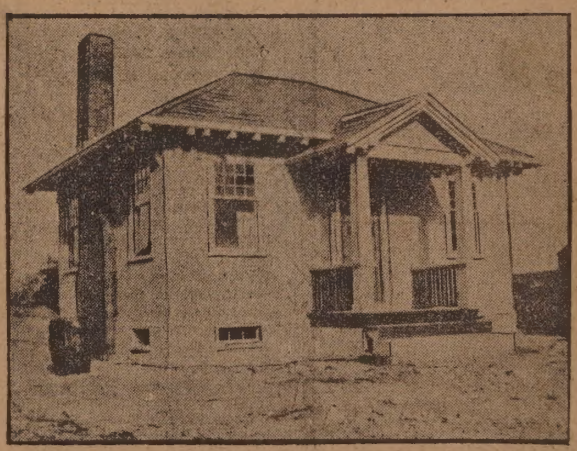
John Duff is 55 years old today. He was born in New Bedford, January 21, 1858 and was educated in the public schools of this city. At an early age he began to assist his father in the coal business, of which he is now the sole owner. Mr. Duff has taken an active interest in politics, having served in the board of alder- men under Mayor Jethro C. Brock, and as postmaster from 1901 until 1910.

P. C. Headley, Jr., of this city was present at the Amherst Alumni as- sociation dinner at Boston Monday evening.

LIBRARY NEARLY COMPLETED.

Jan 10. 1913

New Building at North Dartmouth to House 1500 Books.



The new Free Public library build- ing for North Dartmouth is nearing completion. It is an attractive little building, situated on the main street of Smith Mills village. The present quarters are inadequate to hold com- fortably the library of 1500 books.

At the annual town meeting held in March 1912, it was voted to appro- priate the sum of $1,500 for the pur- pose of building a library at North Dartmouth. The library trustees, James H. Tucker, William W. Thach- er and Edward B. Sturtevant were chosen a building committee to locate and build the new library. On ac- count of the illness of Mr. Sturtevant, work was deferred until the first of September, when the committee had a meeting and voted to accept plans, which had been prepared by Mr. Sturtevant, and go ahead with the work.

The building is 20 feet wide and 25 feet long, and has a front porch, 6x8 feet. There is also a commodious basement. The foundation walls are of solid concrete, 10 inches in thick- ness. The frame work is of wood; the walls of which are covered with wire lathing, and upon this is placed three coats of cement plaster.

The roof, which is covered with slate, having a projection of about three feet, leaving the rafters exposed, with large brackets at either corner, gives it rather a pleasing appearance, while the inside, with its wainscoting and trimmings in their natural color, the windows, which are large and numerous, and the fire-place at one side, presents to the visitors a most hearty and cordial welcome.

20

FAIRHAVEN'S CENTENNIAL CELEBRATION.

ALL DAY PROGRAM PROPERLY OBSERVED THE 100th ANNIVERSARY OF ESTABLISHMENT OF THE TOWN.

GENERAL COMMITTEE WHICH HAD CHARGE OF CELEBRATION ARRANGEMENTS. —Photo by W. H. Yo

PROGRAM WAS DELIGHTFUL

Oct. 93-12.

CROWDS AT FAIRHAVEN FOUND MUCH TO FASCINATE THEM.

"Ye Little Old Folks' Concert" a Morning Feature—Job C. Tripp Delivered Most Interesting Address Upon History of the Town—Original Poem by Former Resident.

Fairhaven had a happy birthday party yesterday beginning with exercises for the children early in the morning and extending through a brilliant ball in the evening which completed the festivities. The town was exactly 100 years old yesterday, having been incorporated for a century and its citizens did not let the event pass without proper recognition being made of it. A heavy rain storm which early threatened to put a damper on the day's program was chased away by the heavy gale and although the wind made out-of-doors somewhat uncomfortable the sun shone brightly and Fairhaven's celebration was a complete success viewed from every standpoint. The program consisted of a concert by the children, a historical meeting in the town hall in the afternoon at which Job C. Tripp delivered a most interesting sketch of Fairhaven's history, and the ball in the evening. An attractive feature of the afternoon meeting was an original centennial poem written by Lewis S. Judd of New York.

Nearly a hundred school children, who occupied the stage, furnished the entire entertainment in the morning, and they proved to be delightful entertainers.

It was called "Ye Little Olde Folkes Concert," which describes it well. The children were old folks for the day, the boys in satin coats, knickerbockers, slippers with big buckles, and wearing the wig that was in vogue in girls were visions of the past in their satin frocks, crinolines, powdered wigs and decorated with patches.

It was a remarkable picture that both audiences had when the curtain revealed the stage with the singing school in session with Wellington Bingham, mounted on a box, rapping for attention to the singing master.

The other school children, the 1912 young people of Fairhaven who made up the morning audience, had a joyful hour watching and listening to the 1812 group on the stage. The audience was as quiet and attentive as could be desired, in fact quite spellbound.

In the afternoon, when the parents and older people gathered, they began to rave at once about the charm of the young aristocrats at Master Bingham's singing school, and the program was fascinating throughout.

At the close of Mr. Tripp's address, when he read "Ring out wild bells," the chimes of the Unitarian church obeyed the sentiment, and the appropriate tune was played as Mr. Tripp read the words.

The program of "Ye Little Olde Folkes Concert," which was arranged by a committee consisting of Miss M. Louise Norris, chairman; Miss Myra D. Crowell, Miss Sara B. Clarke, Mrs. Percy Fletcher and Miss Anna T. Trowbridge, with Miss Ann Williams as pianist, follows:

Prayer.
Rev. James A. Lytle.
Alphabet Song.
What Can the Matter Be?
Dorothy Bingham.
Scotland's Burning. (An old Time Round).
Grandma's Advice.
Venadys Shurtleff.
Yankee Doodle.
Billy Boy.
Millicent Maxfield. Loring Braley.
The Bell Doth Toll.
Revolutionary Tea.
Wellington Bingham.
Overboard the Tea It Goes.
Boys' Chorus.
Dost Thou Love Me Sister Ruth.
Ruth Babbitt. Harold Spurr.
Three Blind Mice.
Cousin Jedediah.
Roswell Dunham.
Mount Vernon Bells.
Auld Lang Syne.
Remarks.
Selectman Morris R. Brownell.
Address.
Job C. Tripp.
Song—A Hundred Years Ago.
Wayland Cobb.
Centennial Poem.

Apr 10, 19

WILLIAM P. COVIL PICKE

Is to Become the Treasurer o Bristol Mill.

Although no official announce has been made, William P. C

William P. Covell.

bookkeeper at the Pierce mill become treasurer of the Brist

Charles A. Morrison has been the position of treasurer of the mill for about a year, and he main as bookkeeper.

Written for the occasion by Lewis S. Judd of New York.)

merica.

"Ye Goodly Company of Singers" mprised:

arion Bennett	Wilma Murray
onald Campbell	John Lowney
arold Spurr	Dorothy Bingham
ager Grimshaw	Mildred Stetson
elyn Frisbee	Ruth Babbitt
harles Parker	George Burke
lton Price	Malcolm Campbell
anley Terry	Edwin Allard
arjorie Gifford	Everett Miller
hn McAuliffe	Wayland Cobb
ernard Hubbard	Helen Haskell
na Dunn	Catherine Fleming
hilmi'a Franklin	Mildred Chase
da Machado	Clara Foster
raham Etelman	Florence Freitas
alter Whitney	Helen Bettencourt
rey Silver	Mary Lewis
orman Worseley	Helen Weeks
ther Jackson	Marion Brotherson
atharine Jordan	Lothrop Gifford
izabeth Marsh	Raymond Terry
lia Machado	Bernice Taylor
oris Negus	Irene Hayes
illiam Studley	Muriel Shurtleff
elen Newton	Adelbert Simmons
nma Beauregard	Venadys Shurtleff
adeline Caswell	Marion Denning
orman Haney	Dorothy Hurst
nma Marshall	Doris Maxfield
ex Wilson	Esther Austin
llard Alden	Loring Braley
ard Shurtleff	Millicent Maxfield
lorence Souza	Alice Sylvia
elen Chace	Dora Palmer
oris MacMackin	Ellen Thomas
ldred McGill	Ida Palmer
lizabeth Paull	Evelyn Wilkinson
ary Sherman	Mat'da Bailiargeon
orma Sayles	Marchant Wilde
arion Calloway	Jack Haydon
athrine McAuliffe	Eugene Sweeney
ther Raiche	Harold Allen
elingt'n Bingham	Joseph Rogers
oswell Dunham	Dorothy Baker
anklyn Thatcher	Elsie Kelley

Mr. Brownell spoke as follows:

"A year ago you voted that suitable bservance should be made of the 00th anniversary of the town of airhaven. In accordance with that ote your board of selectmen request- d a number of citizens to meet with em and arrange a programme of xercises which would be interesting nd appropriate to mark the occur- ence of an event which is of great mportance in the history of any own.

"The day has now arrived on which he town of Fairhaven is 100 years ld and we are met in this splendid own hall, which has become the entre of our civic life, to carry out ur part in making history. This orning exercises were held here for he entertainment of the children, hile this evening will see this hall e scene of a ball, to which we hope ll will come and find a source of reat enjoyment.

"This afternoon is to be given over the more serious but none the less njoyable part of the anniversary ex- rcises, and it is my privilege to an- ounce we shall now have the pleas- re of listening to an historical ad- ress by our honored citizen, Mr. Job Tripp."

Job C. Tripp's Address.

Over 100 years ago, June 7, 1811, here appeared in the New Bedford ercury the following editorial:

"We are informed that a petition presented to the legislature signed a number of Democrats praying r a division of this town. As we ave not seen the petition, we have ot to learn the cogent arguments hich it may contain to induce the gislature to grant it. Whatever may the ostensible motives of this easure, we have reason to believe at the contemplated division line at the convenience of the inhabit- nts is not the real motive. If the in- bitants experience any inconveni- ce from the present extent of terri- y and dispersed population of the wn, that inconvenience will not be viated by a division which will ave to each of the two towns but 'string of land,' as Mr. Jefferson uld say, of twleve to fourteen les in length, and but one of two breadth. We believe, however, at the convenience of the inhabit- nts generally, is the professed object the petitioners. There are a few mocrats amongst us, who like their ethren of the same principles have ardent longing for office. Their abition at present aspires to town fices, as the first step to promotion. e correct politics of New Bedford, it now is, precludes from the hope success, and the object of the peti- ners, as explained and avowed to ch other, is the creation of a new wn, having a Democratic majority, we do not mean to be understood to be objecting at present to the pro- priety and expediency of granting the prayer of the petition. In whatever light it may appear to us, at present we shall suspend out judgment, until we have an opportunity to examine the contents of the petition and the argu- ments, which transcendent ingenuity of its advocates may offer in its sup- port."

There is no doubt but what in that day there was an intense opposition in the town of New Bedford to the petition for a new township on this side of the river, from a fear of loss in both territory and population. The feeling on this side of the river was quite as pronounced and vehement in favor of the new town, by a people who were desirous of managing their own affairs in a locality separated by a river one mile wide, from the parent or main community of New Bedford. At this time party feeling ran high, congress had declared war against England. The voters on the other side of the river were called Federalists; while those on this side of the river were dubbed Democrats, a name at that time analagous to that of Socialists at the present time. The people here at that time were strongly opposed to England but were very friendly to France. One of our citizens fought in the battle of Bunker Hill and afterwards fitted out three privateers to prey on British commerce. I think the first prize was captured right here in Buzzards Bay. In the New Bedford Mercury of Feb. 14th, 1812, under the head of "legislative correspondence," is the following brief item:

"A bill for establishing the town of Fairhaven was received from the senate, where it had passed to be engrossed. It was ordered to a sec- ond reading 184 to 167, and Wednes- day, Feb. 19th, assigned."

Under date of Feb. 19th, under "legislative correspondence" is print- ed the following:

"The Fairhaven (part of New Bed- ford) bill and the South Reading, passed a stage. Wednesday is assign- ed for the third reading of the for- mer."

And again under date of Feb. 20th is the short announcement:

"The Fairhaven bill was passed to be enacted." A copy of which I will read to you:

Act to Establish the Town of Fairhaven.

Section 1st. Be it enacted by the Senate and House of Representatives in general court assembled and by the authority of the same.

That the easterly part of New Bedford, in the County of Bristol, as described within the following bounds with the inhabitants therein, be, and they hereby are incorporated into a separate town, by the name of Fair- haven, viz: Beginning at the mouth of the Acushnet River; thence north- erly, by said river, until it comes to the north side of a bridge at the head of said river; thence westerly by the north side of the highway to Swift's

Mayor Higgins Renominated in Fall River.

Nov 12, 1912

Mayor Thomas F. Higgins.

HIGGINS AGAIN.

TOBEY LAND CASE.

Nov 27, 1912

HEARING BEFORE LAND COURT IN BOSTON.

City Solicitor Barney Withdraws From Case on Agreement Between Petitioner and State That City's Rights Will Be Recognized.

(Special to The Standard.)

Boston, Nov. 27.—William H. H. Tobey of New Bedford, whose family for nearly a century has collected rents for the property at the corner of Union and Purchase streets in New Bedford, his present tenant, Joseph Nicklas, and a half dozen attorneys appeared in the land court in Boston before Judge Davis this morning to argue either for or against the peti- tion of Mr. Tobey that his title to the tract of land be registered and con- firmed.

This tract of land is that parcel at the northwest corner of Purchase and Union streets which is now occupied by Lawton's drug store. For a great many years there has been a great deal of uncertainty as to the validity of his title and Mr. Tobey now asks that the court give him ownership.

The commonwealth of Massachu- setts, represented by the assistant district attorney general claims that the property excheated and that no rightful owners now heirs exist. The city of New Bedford was represented by its city solicitor, Benjamin B. Bar- ney, to prosecute its intention that a strip of land on Purchase street three and one-half feet wide now claimed by Mr. Tobey in the bound- aries set worth in his petition be- longs to the city, having been taken in 1867 when there was a proposition on foot to widen that street. City Solicitor Barney represented the city. Mr. Tobey was represented by Joseph T. Kenney of New Bedford, and sever- al Boston attorneys. The common- wealth was represented by Assistant Attorney General Hutchings and Jo- seph Walsh of New Bedford.

The petitioner, through Mr. Kenney, rested the case on the report of the examiner, E. L. Marchant of New Bedford, who had stated in his report to the court that Mr. Tobey had good title to the property. The assistant at- torney general stated that while origi- nally the commonwealth was interest- ed in the property at Lawton's corner it did not care to waive any rights that it may have had to contest the title of Mr. Tobey in the property.

The petitioner, aside from the re- cital of the history of the ownership as it had been previously printed in the New Bedford newspapers, pre- sented an old bond, yellow with age, given in May 14, 1785, by Alexander Filkry, surviving co-partner of James and Robert Filkry, to William Tobey of Dartmouth to secure a loan of 300 pounds. In this bond it was stipulated that the land at Union and Purchase streets should be given as security.

Mr. Hutchings said that he would argue to the court that in 1778, the Filkrys by an act of the Provincial Congress were made aliens as they had left the country during the Rev- olutionary war, and being aliens had no rights as such to hold property and that their title to the land so be- came void.

Mr. Barney, representing the City of New Bedford, said that he was willing to withdraw from the case if the petitioner and the common- wealth would agree to recognize the city's right in whatever way the case was decided. This both parties agreed to do.

At noon the hearing was adjourned for a week during which time a point of law will be argued on the statute of limitations, it being the conten- tion that the state has failed to bring a case within the proper time.

2

FIFTY YEARS A BROOM MAKER.

Not Much Profit in Hand Made Brooms Nowadays, but George S. Bowen Turns Them Out for a Few Old Customers in the Old Fashioned Way.

Jan-7-12

"No I can't make my salt nowadays making brooms. People want to pay a quarter for a broom that takes 40 cents worth of material in the making. Once upon a time when I used to carry more than two dozen brooms on my shoulders, across the city from Cove street to Merrimac street—I was younger then than I am now—I was able to make a little money above actual expenses. But times have changed, and this business the same as others has undergone some marked improvements."

Thus spoke George S. Bowen, his face radiating pleasure, as he told of his career as a broom maker during the past 50 years.

Mr. Bowen was seen in his little shop on the second floor of a building in lower Union street. The broom-maker is 81 years of age now, but his ripe old age did not show itself as he drew up his chair prepared to make the narration of his experiences as a broom maker as interesting as possible.

The little shop of the broom maker occupies a rather large room, but every available inch of space is taken up. There are brooms of every description stacked in the shop. Brooms that have been made carefully to make them attractive to the comely housewife; brooms that are of the durability sufficient to keep the rough floors of stables clean; brooms that are wide at the broomy end and slender at the handle end and used to brush the debris of the streets in piles; all are in the little shop in bunches.

But the finished brooms are not the only things in the place, that lend it interest—an interest caused by the presence of tools and hand machines now to be found only at exhibitions depicting the customs of the past. Machines, awkward looking to the eye untrained to mechanics, clumsily rest in corners of the room. Wisps of broom-corn are strewn about the floor and on the work bench of the broom maker. Here and there is a solitary stool and in one corner is a small stove. The whole suggestion is one of a place occupied by a lone workman who has been at the same bench for years and years, little mindful of the way they are making his kind of products in the mammoth buildings of the corporations that have run his contemporaries out of business some decades ago.

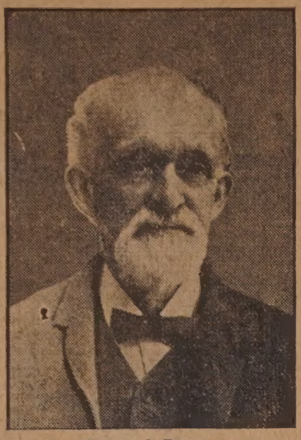
A visitor to the shop can quickly grasp the situation in a nutshell. The arrangement of the various accessories of the place reveal the fidelity with which the worker has clung to the method of making brooms that he learned so long ago. His love for the work has been greater than his desire for monetary gain, and it is this that impels him to labor on with an assiduity uncommon in a man of his age.

The broom-maker drew up a stool with alacrity when his visitor asked him to tell of his work; how he manages to compete with the factories that produce the brooms by steam propelled machines and with an output that must exceed his one to a hundred, of the cost of making the brooms; to whom he sells them, etc., etc., etc.

"Well I can't make my salt at this business," he repeated one of his first declarations, but his eyes twinkled with satisfaction as he spoke. "No I don't make much money at the business, but I do know how to make good brooms and I have gathered a little information concerning the material used in making brooms and how it is prepared before it reaches the shop. Perhaps if you will ask questions you will be able to get more out of me."

His visitor was at a loss to know what to begin the interrogation with and have the first question be even on winking acquaintance with intelligence. He had known from infancy what a broom is, and he had some idea of what it is used for. Reflection only fostered the thought of a straw from mother's broom being pressed into service as a tooth pick; or the dust stirred up by the janitor that almost embeds his typewriter when he leaves it uncovered, or a broom handle he used to cut up to play peggy. He didn't know the least thing about how a broom is made but he finally got a lead when Mr. Bowen inadvertently mentioned broom-corn.

"Oh, by the way, can you tell me how they grow broom-corn?" he was asked, and the questioner never revealed the fact that he did not know that brooms were made of corn and not good old straw, such as is sometimes used to fill in bed ticks. Mr. Bowen did know about broom corn and this is what he told.



George S. Bowen.

Broom-corn is planted by drills in rows close together, and is cultivated the same as corn. Most of the corn used here is grown in Illinois. At one time it was grown in Massachusetts, but as the land became valuable it dwas pushed farther and farther west. From Massachusetts it went to the Mohawk valley in New York state, and from this fertile valley it migrated to the middle west. Today practically all the corn used is from the west, and naturally most of the large broom manufacturing plants are located in this section of the country.

The corn grows to a height of from 10 to 12 feet. When it is ready to be cut one man walks down every other row. They grasp two stalks, one with each hand, and bend them down behind their backs. The stalks are crossed. Boys follow the men, and it is the duty of the lads to cut off the tops of the stalks which are the parts of the corn used in making the brooms.

After the tops have been cut off they are gathered up in hands full. The bundles are placed on long tables where the seed is removed and the corn scraped. Then it goes to the shed where it is placed on parallel poles to dry. Thoroughly dried it is put up in bales ready to go on the market.

At this juncture of the conversation Mr. Bowen got up from his seat on a stool, and taking a few wisps from a shelf explained the difference in the quality of the corn. Some is better looking than others, but the beauty is oftimes off set by a brittleness that renders it useless.

The heavy machines with an appearance of awkwardness that differentiated them from anything the writer had ever seen before stimulated another question as to the use of some of the machines, and how they differ from the ones now used in the large producing plant.

"In order to give you a better understanding of broom machinery," said Mr. Bowen, "I will try to describe the making of a broom from its beginning; the way I make it by hand." Reaching over the head of the visitor he took from a shelf almost an arm full of broom-corn of various lengths and different hues. He then went through the process of making a broom, and the demonstration was accompanied by an explanation.

He first assorted the sprays of corn according to their length and quality. The finest is placed on the outside and is known as hurl. This gives to the high grade brooms the finishing touch that makes them sell. The shorter and poorer quality goes on the inside of the brush. In separating the corn Mr. Bowen uses nothing but his hands One would be surprised at the dexterity displayed. His fingers run through the large bunches with a nimbleness that is impossible for the eye to follow. In a very short period the bench was covered over with small piles of the corn, arranged according to length, quality and place in the broom.

Again, he takes the corn in his hand; this time for the purpose of crushing out the seeds that have clung to the blades during the long journey eastward. This process is interesting, for like the separating process, it is done rapidly. Working his fingers almost unconsciously, and so rapidly that the whole cleaning is done in about as long a time as it take to wink your eye, the seeds fly in every direction. His fingers are so flexible and sensitive to the touch of the blades that he could do the work were he stricken blind. This completed he was ready to start working a large iron machine called the winder—in early years it was known as the tying machine. It is by this latter name that Mr. Bowen refers to it.

There are two important parts to this machine. The larger section stands about four feet high, and the top contains a long tubular shaped aperture parallel with the floor. The stick, or handle, bevelled at the end, is placed in here. About ten inches is left projecting before the nozzle shaped mouth is clamped. The machine is so arranged that the handle can be revolved. The auxiliary section hangs from the wall about two feet above the tubular section, and on it are spools of fine wire and cord. The sections are connected by a narrow belt that sets the machine in motion when a cage-like cylinder, near the floor, is turned by foot. The propelling cylinder is unique in structure. It is made of wood with rungs between the two circles, giving it an appearance similar to a revolving cage occupied by a squirrel always running around but never getting anywhere.

As he was preparing this machine he was asked, "is this not rather old and out of date?"

"Oh, yes," he replied as he wrenched the handle into place. "They propel them by steam now. I have another at home that I used more than 50 years ago. It is a whole lot similar to this one. This is good enough for me; and I like it."

The handle in position, he took a handful of the coarser and shorter corn and placed it on the projecting end of the handle. The machine was set in motion and this first installment was made tight by cord. Next came a layer of stouter corn, known to the broom maker as the shoulder, and which gives shape to the brush. More twine and then another bunch of corn which is a stock cover. Likewise, to this was applied a binding. The last handful of the corn is the best quality procurable and is known as the hurl.

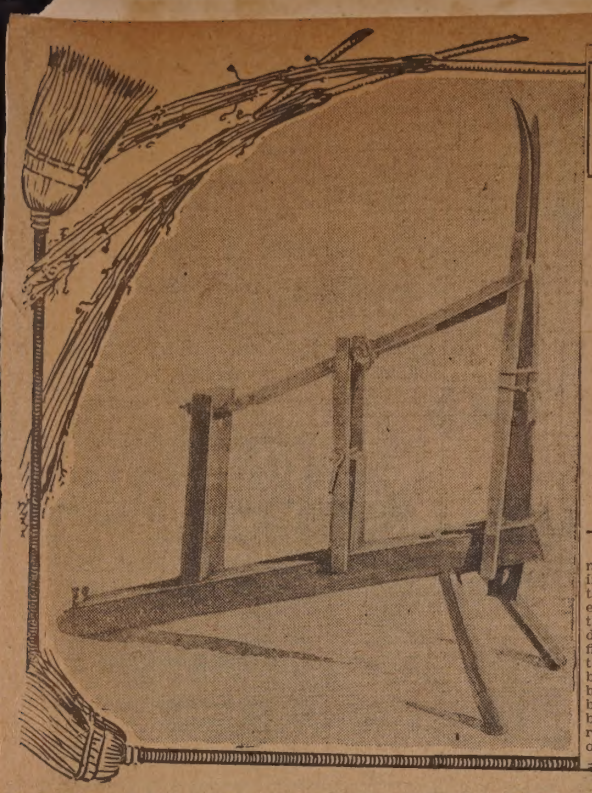
Crossing the room, he approached a machine that stands behind his counter, facing the window. This is a large vise like affair, the lips being nearly twelve inches in width. The broom is placed in the vise, and here it is shaped and sewed for the last time, the needle used is double pointed and stitches both inwardly and outwardly. From this machine the broom is taken to a clipper where the irregular ends are cut and the brush levelled off.

"There you are, the broom is ready to sweep out the shop, if I desired to sweep," said Mr. Bowen as he cast the broom among several others in a corner."

"Yes, I have seen the making of brooms for the past 50 years, and I have seen some very crude methods used in making them," he continued in reply to a question referring to the methods of years and years ago. "I have seen brooms made when the maker placed the handle in his lap, and held a spool of twine on the floor between his feet. This was out in Iowa."

"How much corn does it take to make a broom"? he was asked.

"That question is interesting to me for it was just recently that I gained the information that enables me to answer it. An agent, a short while ago asked me if I knew how much corn it takes to make a broom and I was perplexed in trying to answer it. He then told me that very few broom makers ever stop to think about this. He said that after making several tests he had gained the information that most brooms take as much corn in weight as they weigh when they are finished and ready to be sold. I have tested this conclusion several times and find it to be pretty nearly accurate. So you see there is considerable waste.



Machine for Stripping Broom Corn—A Contrivance Used Fifty Years Ago, Now in Mr. Bowen's Possession.

"As to tricks in my trade there are a few. Most women want a green broom so we give it to them. We have a way of staining the corn that cannot be perceived by the unsuspecting housewife. Sometimes the corn comes to us showing a bloodred color. This is caused by the presence of chintz bugs. But they do no harm outside of damaging the appearance. We can bleach the corn so the red is removed entirely."

Speaking of the output one man is capable of he said it is possible to make by hand 24 brooms in a day. (A man can make 40 dozens by steam) But this does not realize him any profit to speak of. A broom selling for 50 cents takes 30 cents worth of corn; the rest of the material averages about 14 cents. This leaves a profit of six cents."

"That hardly makes a profit of $1.50 a day," calculated the reporter.

"That's right. Didn't I tell you I cannot make my salt at the business. I make brooms because I have some customers that I have supplied for 50 years. They insist that I continue to supply them. Once upon a time I carried on the business quite extensively. I began 51 years ago in Warren, R. I., but I found some of my workmen to be dishonest, so I gave it up. After that I travelled in the west considerably, but I ever retained a fondness for the making of brooms. This impelled me to go to the farms where they grow the corn, and I watched the process with much interest. When I came back east I drifted into the trade of house painting. I do not like that, so I do what I can making brooms when I am not busy with my other work." But the business is not what it was. In the old days when Mr. Bowen used to carry two dozen brooms on his shoulders from Cove street to Merrimac street; in the old days when brooms, those indispensable articles to cleanliness, were made entirely by the method he clings to so affectionately.

FALMOUTH'S NEW RAILROAD STATION

Jan 11, 19

Handsome Structure Completed and In Use, Is Pride of the Town.

RAILROAD DEPOT AT FALMOUTH.

The new railroad station at Falmouth has been completed and placed in commission, and the residents of the town are justly proud of this latest addition to the new buildings of the community, while summer residents arriving in the late spring will find a pleasant surprise for them in the comfort and convenience afforded by the new structure. Externally the building is unusually attractive. It is built of concrete and brick, and it has been placed in such a position on the railroad property that there is ample opportunity for a wide-sweeping macadam road and for grass plots and shrubbery in front of it.

The interior of the waiting room is finished with a tiled floor, is entirely lighted by electricity, and is supplied with comfortable and spacious hard wood seats. The roof is constructed of tiled glass.

Convenience in handling baggage and freight has not been forgotten, and the platform outside of the station is 500 feet in length, giving ample room for the expeditious handling of business during the heavy rush of the summer months.

UNCLE SAM'S FIGHTING SHIPS WILL VISIT THE CANAL ZONE.

Jan 12. 1913

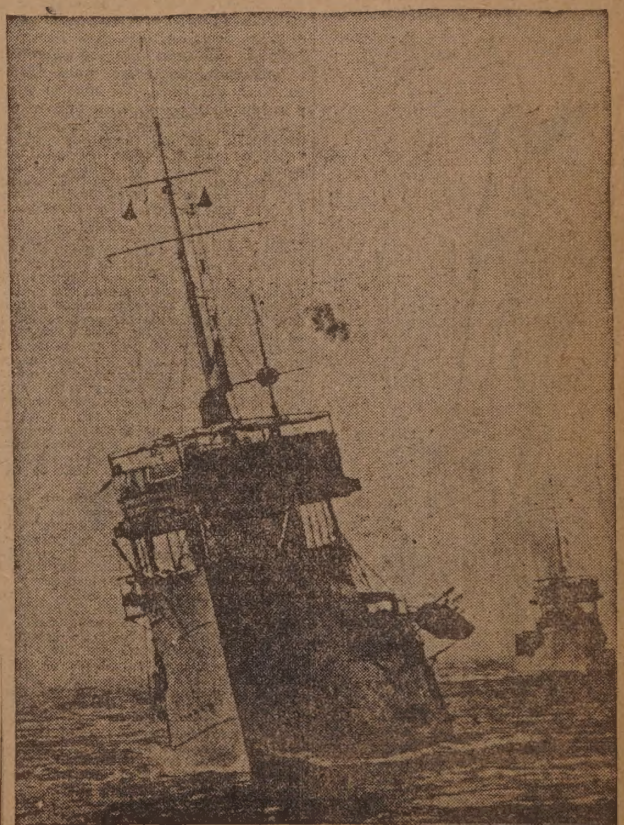


Photo by American Press Association.

THE TORPEDO BOAT DESTROYER McCALL.

Guantanamo, Cuba, Jan. 11.—Uncle Sam's Atlantic squadron has assembled here for the usual winter maneuvers and target practice. During the winter the battleships and torpedo boat destroyers will run over to Colon to give the officers and men of the ships a chance to inspect the Panama canal while it is in the making. The McCall will be one of the first of the smaller craft to make the trip.

P. C. Headly, Jr. 1914

IN THE NEW FINANCIAL DISTRICT.

First National Bank, the First to Leave the Old Water Street Section, Is Now the First to Move to a Location West of Purchase Street in New Business Center.

Aug 13. 1911

With recent announcement made in The Standard during the past week that the First National bank was to take up its option on the David L. Parker garage property on Market street and to commence building a new structure for housing the bank, it recalled an incident which occurred over three quarters of a century ago, when the same bank, then the Marine, left the financial district of Water street and moved west or up town, to its present location at the corner of South Second and Union streets.

The removal of the First National bank from its home on Union street will help to complete a new financial section in ew Bedford. All of the brokerage offices and all of the banks with the exception of the Safe Deposit and Trust company will then be located within the two squares formed by Purchase, Pleasant, William, Union and Sixth streets, with several clustered around the enlarged Standard building.

The definite plans for the new bank building have not been made public as yet by the officials of the First National bank and it is a matter of conjecture whether or not the building will face on Market or Union streets.

As stated above the First National bank was the first bank to move up town or further west in the stream of progress which left Water street, the financial district of the city then, in its wake. The First National bank has had many important elements in its career.

It was the first bank in the city to organize under the National banking act, as its name indicates.

It was the second or third state bank to organize under the national system in Massachusetts.

It was the first bank in this city to become a United States depository.

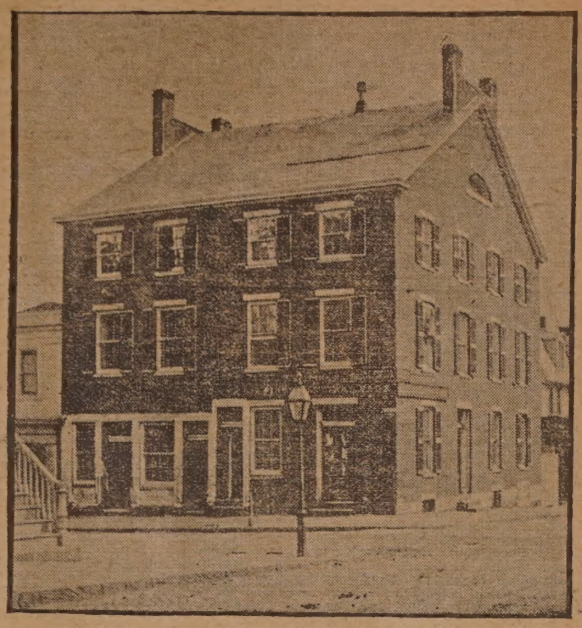
It was the first national bank in the city to increase its capital stock to $1,000,000.

It was the first bank to move west from the banking district on Water street.

The original structure which now houses the bank was reared in 1829 by George T. Baker of Nantucket, and Samuel Goddard of Boston, to whom the land was deeded by Benjamin Rotch, from Harrow, Great Britain. It was an orthodox brick structure of four sides and a peaked roof equipped with many windows and doors. The old present building still retains many points of similarity to the first structure.

The substantial manner in which buildings were erected in the early days is well exemplified by this one. The floor timbers in the cellar, 6 by 12 inches thick, are of pine and constitute a very solid support for the superstructure; and inasmuch as timbers of this kind were very expensive when they were made use of in the Baker, Goddard block it is quite apparent that expense did not stand in the way of providing a sound and solid structure. Another sign of this characteristic was the introduction of a brick partition, 16 inches thick, running through the centre of the building. On May 1, 1832, Mr. Baker deeded his half interest in the property to the Marine bank, which later became the First National bank. The Marine bank had only organized that year, and upon coming into possession of one half section of this building, succeeded Mr. Baker in the occupation of the west store.

The bank had an entrance on



FIRST NATIONAL BANK BUILDING BEFORE ITS ALTERATION.

SITE OF NEW FIRST NATIONAL BANK BUILDING.

Second street, and another on Union street, the Second street entrance being the main one. A counter three feet wide extended from the front of the building to the vault in the rear with desk at each end, one for the cashier and the other for the bookkeeper.

The counter was not equipped with railings or screens as in modern banks. It was simply of the mercantile type but was not unsuited for the surroundings for the banking business did not affect style in those days as in the present time.

The Marine bank in 1864 became the First National bank, and it was to this bank that the Seaburys gave complete control of the building by selling their half to the management. In 1870 the First National Bank decided on making some much needed alterations to the lower part of the building and in 1872 the entire front was changed to its present day form. The whole of the first floor which had come to be occupied by the bank was remodelled, supplied with elaborate furnishings for the business had grown considerably and the bank being one of the most important in the city needed a home suited to its character.

The Second street entrance was in that year abandoned and the large main entrance was made on the Union street side. The bank since that time has remained in that situation up to the present time.

A history of the First National bank building is by no means limited to the life of the institution itself for the upper stories of the building have their historical interest also. Among those who have occupied the rooms above the bank are Dr. Lyman Bartlett, Dr. C. D. Stickney, and the following members of the bar, Adam Mackie, Austin S. Cushman, Francis L. Porter and Thomas F. Desmond.

POP CORN MAN WAS 81 YEARS OLD ON NEW YEAR'S DAY.

Jan 1, 1918.

Malon S. Heath, the Lakeville pop corn man, for the past ten years a familiar figure on the streets of the city with his big basket, celebrated New Year's day and his birthday together on Wednesday. He was 81 years old.

Mr. Heath is in perfect health despite his years. In Lakeville, where he lives, he has several acres of land and last summer he raised on his land over 200 bushels of pop corn. This he considers a record for a man of his age, both of Lakeville and for southeastern Massachusetts. For the past ten years Mr. Heath has made a weekly trip to this city with his big basket of freshly popped and buttered pop corn. In most of the offices about the center he is a familiar figure.

Mr. Heath has been married for 52 years, has five children and 13 grand children, all of whom are living. He was born in Corinth, Vermont, but for the greater part of his life he lived on a farm in Lunenberg. For the past 11 years he has lived in Lakeside.

MALON S. HEATH.

WELD STREET STATION IN POSITION.

Will Be Ready for Use by Trains Next Sunday.

May 27-12

The new stop station at Weld street, for which citizens of the north end have long been pleading, arrived yesterday on a flat car and was placed in position right opposite the car barn, and on the west side of the railroad tracks. The station was not ready for use this morning, as had been anticipated, and will not be a regular stop for outgoing and incoming trains until next Sunday. The station consists of a shelter house brought down from Weir Junction, and a platform which, when completed, will be 360 feet in length. At present temporary stairs have been placed leading from Purchase street to the station, about opposite Clark street, but permanent stairs will be placed in position later, and these will be a little to the south of the present location.

The shelter house, which is a small affair, will be painted and placed in repair, and will serve the needs of the north end citizens who patronize the railroad trains for some little time to come, it is believed.

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NEW BEDFORD
MASSACHUSETTS

26

SPLENDID CHURCH, GIFT OF MISS BRAYTON, DEDICATED IN FALL RIVER THIS AFTERNOON.

Jan 9. 1913

THE FIRST CONGREGATIONAL CHURCH, FALL RIVER.

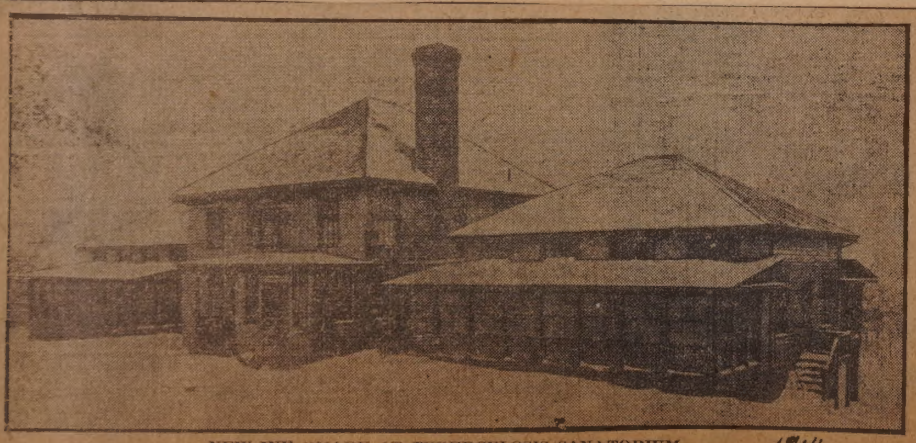
The splendid new First Congregational church on Rock street, Fall River, was dedicated at 2 p. m. today. Rev. Nehemiah Boynton, D. D., of the Clinton Avenue Congregational church, Brooklyn, N. Y., preached the sermon. Rev. Clarence F. Swift and Rev. W. L. Sperry assisted in the services. Admission was by special invitation only. The pipe organ was not all set up for the services, but otherwise, the structure was ready for inspection. Srevices for the public will be held at 4 30 o'clock.

The church is a modern variation of the Gothic. Its square, Normanesque tower has flamboyant Gothic windows, and is crowned by Gothic pinnacles; but, Norman itself, it is flanked by small towers of Romanesque type. The body of the church itself, from a strictly architectural standpoint, is transitional between Norman and Gothic; the substance is Norman, the development, Gothic.

Slender, mullioned windows, rise high through the clerestory of the auditorium. The church, apparently built for a vault and buttressed without as if to support a vault, is of timber, and supported within by beams, hammer-beams, king-posts, etc., of dark English oak. All the woodwork and the pews are of English oak. The small rooms on each side of the vestibule are pannelled in English oak. The choir gallery and organ face the apse, where the pulpit stands before a high screen of carved oak. The arches of the mullioned windows are lancet-shaped, with the transoms and the flame-like curves of flamboyant Gothic.

The effect of these combinations of several classic schools of architecture is graceful and pleasing. The interior is dignified and impressive—although the oak beams overhead where a Gothic vaulting might be expected, give an appearance of lack of height that does not harmonize with the soaring Gothic lines—the pure, gray upward sweep of the mullions in the tall, slender windows or the shallow buttresses without.

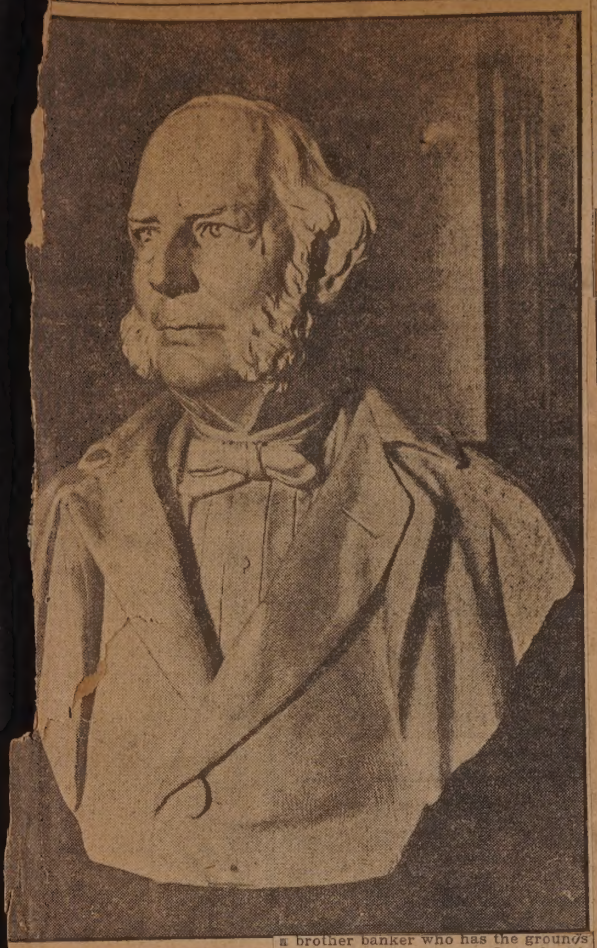
The church and the land on which it stands was the gift of Miss Sarah S. Brayton.



NEW INFIRMARY AT TUBERCULOSIS SANATORIUM.

1914

K OF A FAMOUS SCULPTOR July 1913
ISCOVERED IN NEW BEDFORD BANK.



MANCE OF OLD BUST.

STER HEAD OF PRESIDENT COLN'S FRIEND FOUND HERE.

liam A. Mackie Makes Discovery Third Floor of First National ank Building—John E. Williams as First Cashier of Marine Bank.

liam A. Mackie, cashier of the National bank, discovered in a story room in the bank build- a very dusty portrait bust. He ned to place the plaster head on lawn of his summer home, but deterred by the suggestion that night be thus erecting a memorial he honored dead of some prom- t New Bedford family. After y inquiries and much investi- on, the bust has been identified hat of John E. Williams, a New banker who, during the Civil was an intimate friend of Lincoln, man, Grant and other men se names are now historical.

is related that John Rogers, the ptor, who created an important e of American art by his groups, as "The Slave Auction," "The rite Scholar," "Rip Van Winkle," once rented a room in this build- and it is conjectured that the may have been left behind by sculptor when he moved.

r. Mackie's own story of the dis- ry of the bust and its subse- t identification is as follows:

A few months since, while show- one of our third floor rooms to a pective tenant, I discovered in a er a dust covered bust of some unknown. I inquired as to er, but found it had been left remote former Arab tenant folded his tent in the night, y stole away. Previous to been somewhat envious of a brother banker who has the grounds of his summer residence adorned with rare works of art, and I grasped the opportunity to come in competition with him, I decided to appropriate Mr. Bust, and place him in a conspicuous position on the lawn at my summer home.

"When the janitor was assisting me in getting the bust ready for transportation, he suggested that it was none other than an honored citizen of the state whose descendants still held a prominent position in our midst. Of course I would not for one instant think of offending an honored family by placing their family bust on the lawn, so I put the bust in my library until I could find out the original.

"Although the likeness was far superior to the cartoons published in our daily papers which they label with the name of some well known citizen, I found it almost impossible to learn who the original was. First I photographed the subject, and then began a search by exhibiting the same. All agreed the face was very familiar, but no two agreed on the same person. He was named Charles Sumner, Crauncey Depew, Talmage, John I. Bryant and Booker Washington. Through the aid of an art dealer here, Boston and New York were solicited to help identify him, but with no results. After all hope was given up, a letter came from New York in answer to one of the photographs sent, which proved to be a complete solution. The letter said the original of the bust was John E. Williams, who, during the war of the Rebellion, was a prominent and leading financier of New York and an intimate friend of Lincoln, Grant, Sherman, and others. He was born in Newport, R. I., and as a young man came to New Bedford to be first cashier of the Marine bank, which is now the First National. It is told of John E. Williams that on his arrival in New Bedford, he was met at the tavern by some of the directors to welcome him to his new field of labor. While unloading his trunk from the stage it fell and was broken open. A pack of cards dropped out and the directors were so horrified they almost wanted to send him back to Newport.

"From the First National he went to New York and subsequently became cashier and president of the Metropolitan National bank of New York city and one of the leading financiers of this country in her most trying period.

"Just how the bust came to New Bedford, from a sense of delicacy not to intrude personal matters of a tender nature I will not explain, but the fact of its drifting into the bank building of which he was the first cashier is a romance by itself.

"While I am not the least bit superstitious and have not the slightest faith in spiritualism there comes stealing over me the feeling that some great unknown power controlled the destiny of that bust to watch and guard over the institution to which he was called in his early youth."

Gettysburg Veteran Dies at Age of 73.

Aug 1918

RICHARD CLIFFORD DEAD

CIVIL WAR VETERAN SUCCUMBS AT AGE OF 73.

He Participated in Many Battles of the War, and Was at Gettysburg with the First Massachusetts Artillery.

Richard Gifford, a veteran of the Civil war, died at his residence, 18 Studley street, this morning. He was 73 years old. He was a member of R. A. Pierce Post 190, G. A. R., and participated in some of the most important battles of the Civil war.

Mr. Gifford was a member of the 1st Massachusetts light artillery which fought in the battle of Gettysburg. He was enlisted as a private, and arrived at the battleground on the evening of the first day's fighting.

Mr. Clifford was the driver of one of the guns in the center section of the battlefield, and had to stand beside his horses while the shells were whizzing through the air all about him. While the fight was at its worst, he stood behind his gun.

When he first went to war, Mr. Clifford enlisted in the 16th New York regiment, but their term of enlistment came to an end in May. He had one additional year to serve at that time, however, and so went to the 1st Massachusetts artillery. He was then 22 years of age.

Lived a Happy Life, Marvel of Self Reliance Was "Blind Nathan."

Aug 1913

Nathan Athearn.

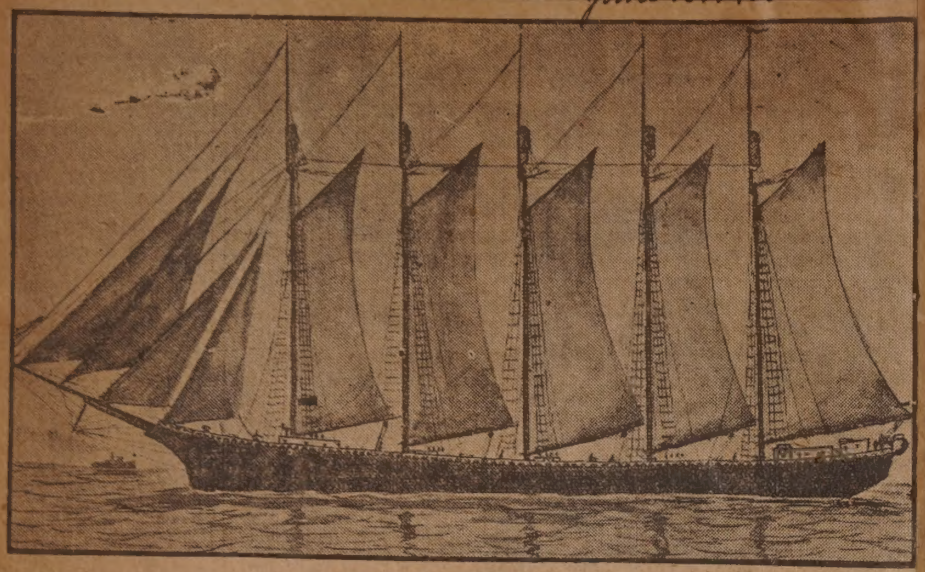
Herbert S. Peirce who has been going down to Oak Bluffs off and on for fifteen years and for nine consecutive summers says that "Blind Nathan" was one of the institutions of the place long before his earliest days.

"Nathan had no light for himself," said Mr. Peirce yesterday in commenting on the loss of that familiar figure," but he was a constant source of light to everybody that knew him. He lived a very happy life and was a marvel when it came to self-reliance for one who had never seen any light. He certainly will be missed especially by all the old-timers."

John F. Hatch [illegible] Sept 1913
epublican Representative Nominee in Seventh District.

PALMER, COAL CARRIER, BURNED OFF RACE POINT.

June 16. 1913



SCHOONER PAUL PALMER.

PAUL PALMER BURNS.

FIVE MASTER DESTROYED BY FIRE OFF RACE POINT.

Members of Crew and Two Women Are All Rescued—Vessel One of Fleet of Coal Carriers on Coast—Rescue Seen from Shore.

Provincetown, June 16.—The five masted schooner Paul Palmer was burned to the water's edge seven miles north of Race Point, Cape Cod, late Sunday. The crew was taken off by a fishing schooner. The steamer Massachusetts, Captain Colbert Boston to New York offered to stand by her but her services were not required. The Palmer was bound light from Bangor for a coal port.

A fisherman and a tug went alongside an hour before the schooner was burned to the water's edge and shore observers saw the crew lower the small boats over the flaming sides of vessel.

Smoke and fire were pouring out of the forward hold when the lighthouse keeper first picked up the craft with his glasses. The flag was flying union down and the vessel was headed toward shore.

The fire gained headway and when the schooner was five miles northeast of Highland light the ship was aflame from bow to amidship. The two forward masts toppled over the side of the fishing schooner when the tug reached the scene. An hour later the schooner had been badly burned and the tug and fishing schooner resumed their voyages.

While the cause of the fire could not be learned, all the old sailors along the coast were able to account to their own satisfaction for the disaster to the big schooner, one of the well known Palmer fleet of coasters hailing from Boston. She put in at Rockland, Me., on her way down the coast and sailed from that port on Friday the 13th. The old salts wagged their heads and asked "What else can you expect? Friday is bad enough, Friday the 13th is worse; but when it comes to Friday the 13th, 1913, something is bound to happen."

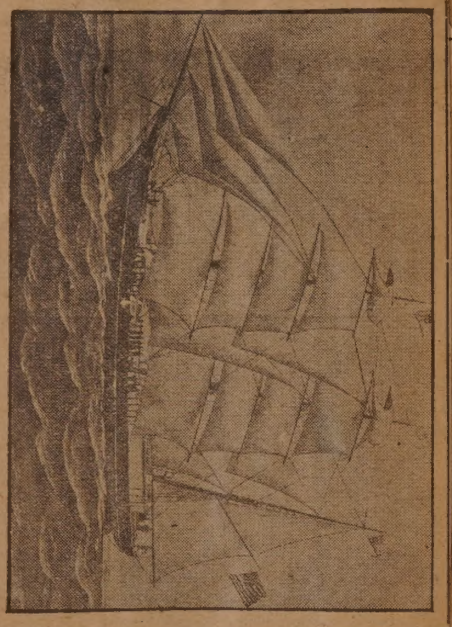
The schooner was first sighted by the keeper of Highland light who witnessed the rescue. The identity of the burning vessel was not learned until the Massachusetts went alongside and Captain Colberth sent a radio message ashore.

The Paul Palmer was one of the largest schooners in New England coal carrying trade. She was built in Waldoboro, Maine, in 1902, and was 2193 tons gross. Her net tonnage was 1760. She had a length of 276.1 feet; a breadth of 44.2, and depth of 40.4, and generally carried a crew of ten.

The crew of the Palmer, with Captain H. B. Allen, his wife, and their guest, Miss Catharine Dunn of Dorchester, were brought into this port tonight by the fishing schooner Rose Doherty, which stood by the Palmer when she was burning. No one was hurt. Captain Allen said his ship took fire 16 miles off the cape, the flames breaking out in the forward hold from some unknown cause.

The engineer tried to get a hose on the flames but the fire prevented him from reaching his engine to couple the hose.

The tug Western, bound south with empty coal barges at once anchored its tow and came to the Palmer's assistance. The Western played a stream from its own hose on the burning schooner but the flames had gathered too great headway. In the meantime the Rose Doherty, Captain J. Bragg, came up. She was the winner of the Lipton cup offered to fishermen five years ago by Sir Thomas Lipton. Captain Bragg volunteered to take the Palmer's crew into Provincetown when it was seen that the big coaster was doomed so the Palmer's small boats were sent over the side. The personal belongings and some of the ship's papers were saved. The Rose Doherty landed the rescued party, fourteen in all in Provincetown last night.



THE VERONICA.

WHAT WAS LEFT OF THE STAUNCH WHALER SULLIVAN AFTER THE WINDS AND WAVES HAD TOSSED HER ON THE ROCKS AT FAYAL.

Nov 7. 1913

PROPERTY PURCHASED AS SITE FOR DISTRICT COURT HOUSE.

Jan 2. 1913

LOCATION OF NEW COURT HOUSE AT SPRING AND FIFTH STREETS

COURT SITE PICKED.

BUILDING WILL BE AT FIFTH AND SPRING STREETS.

County Will Pay About $55,000 for Property Taken and Will Have Structure Ready in a Year—$95,000 Left for Building Purposes.

The purchase of the property on Fifth, Spring and Sixth streets for the purposes of a district court site has been voted by the board of county commissioners, and proceedings have been carried forward to such a point that the county has an option on all but one of the parcels of property involved. The total amount which will be paid for the whole property which includes the corner lot on the northwest corner of Spring and Fifth streets, the property immediately north of this and then running back along the north line of this land straight through to Sixth street, will be very little in excess of $50,000. All but one of the property owners involved are willing to sell, and if terms satisfactory to the county are not secured from this one owner who is holding out, his property will be condemned and taken under the right of eminent domain, which the county can exercise.

County Commissioner John I. Bryant was authority for the statement this forenoon that the new courthouse would be ready for occupancy within a year from today, and he said that with the balance of the $150,000 available, which will be in the neighborhood of $95,000, after the land awards are paid, a building of which the city could well be proud, could be erected. "So far as I can see, now," said Mr. Bryant, "the commissioners will not have to exceed the appropriation at all.

During the past few days, it has been known that options were being secured on all the property which covers the site, and this includes a frontage of about 100 feet on Fifth street and on Sixth street, and a depth of about 200 feet on Spring street—the full length of the block between Fifth and Sixth strets. At present the various pieces of property have lines which are irregular. By making several purchases the county commissioners will sceure a lot which is rectangular in shape, and will give ample opportunity for the erection of a commodious structure.

How soon work will be commenced on the property is not known, ars the county has no title in it as yet. Deeds may be passed any day now, it was stated this morning, and it is the purpose of the board as soon as it gains possession to proceed with the removal of the houses now standing on the lot. As yet no architect has been secured to draw up plans for a new building, but this will be done as soon as possible, and the board feels confident that the new court house will be ready within a year at the outside.

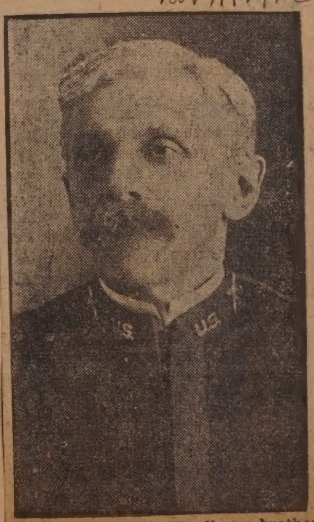
In discussing the matter this forenoon, Mr. Bryant said: "It is true that the board has decided upon the Fifth street site, as it is generally known, and that the county will purchase the property for a sum considerably less than $60,000 and somewhat more than $50,000. As soon as we gain title we shall proceed with work.

"The board carefully considered every site suggested. Those down on Second street were too noisy, with heavy teaming always going on, and there was a powerful protest against the location on William street, just above the registry. The Bar association of New Bedford, the judge of the district court and the district attorney all urged upon us the selection of the Fifth street property. We did not feel as though we could disregard this, and opposition to the site which developed early was withdrawn. I think that it will make a good place for the district court and will help the appearance of the centre of the city. The board does not intend to erect an elaborate or ornate structure, but with the money which will be available we can put up a substantial structure which will meet all needs of the city for a great many years to come.

"I think that the land damages awarded will be very satisfactory both to the county and to the land owners, and that the price we will pay will be absolutely a fair one. In the one case where an owner is still holding out, we can condemn the property and take it anyway."

Given Rank of Major in United States Army.

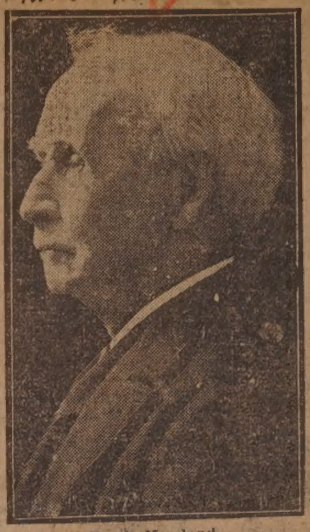
Nov 11. 1912



Chaplain I. H. B. Headley, a brother of P. C. Headley, Jr., has been promoted by President Taft on September 22 to the grade of major, and transferred to the coast artillery department of the United States army.

The Oldest Man in Westport.

Nov 8. 1912



Zoeth Howland.

NEARS CENTURY MARK.

Zoeth Howland of Westport Was 96 on Election Day.

Zoeth Howland, who celebrated his 96th birthday on election day, has the distinction of being the oldest man in his native town of Westport.

His brother William, who resides in Westport Point, will be 92 if he lives until next spring. It is indeed very rare to see two brothers reach such an advanced age. Both men have always been active, and during the last season William P. Howland planted and cared for a large garden, doing most of the work himself. There were few gardens at the Point which received more attention and which looked any better than his.

Zoeth was sexton of the village church and also cared for about 30 lots in the cemetery until he was 90 years old. These brothers look back to the days when they were young in Westport and little dreamed that they would be spared together to reach nearly the century mark.

Mr. Howland has always lived in Westport, except for two voyages whaling—ten months in the old bark Dr. Franklin and 16 months in the little bark Hope. On both these voyages he was cooper and shipkeeper.

He was born in Westport, Nov. 5, 1816, and is a son of the late Zoeth and Rebecca Howland. His education was limited to the advantages which Westport afforded in those days. He early became interested in whaling, as Westport was at that time much interested in the business, and he learned the trade of a cooper. Upon his return from the second voyage he settled down to work at his trade, and continued at it as long as the Westport whaling business lasted. Since then he has been doing such work as opportunity afforded, fishing some of the time.

Forty-one years ago Mr. Howland lost his wife. Since then he has been living at his old home with his daughter Hannah, occasionally visiting his daughter, Mrs. Albert E. Chase of Fall River. These two daughters are the only living children, one son having died at the age of five years.

Mr. Howland has always been very regular in his habits, eaten plain food, read a great deal, and until the last few years walked much. He retains all of his senses except hearing, being a little deaf. He is much interested in current topics, taking a keen interest in politics. Mr. Howland said the first of the week: "If I could go up and vote I would vote for Mr. Taft. I think he ought to have it."

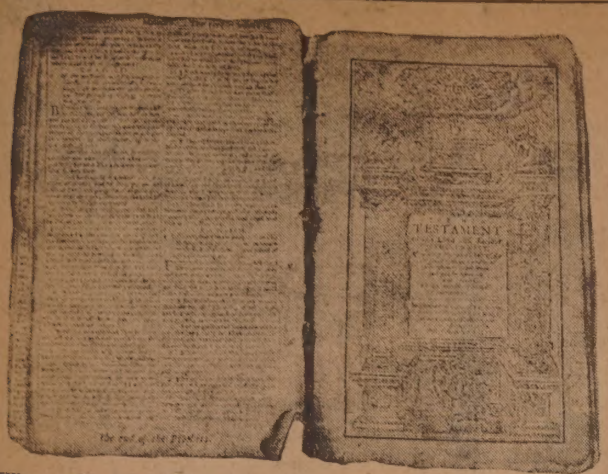
Some years ago, when the Boston Post gave gold headed canes to the oldest men in the different towns of this section, Mr. Howland received the cane for Westport.

On Tuesday he was remembered by many friends, some calling on him, while others sent some kind of a remembrance.

28

AN ANCIENT BIBLE. July 28.12

Volume Published in 1638 in Possession of William E. Roscoe.



When mild John Milton was 30 years of age and John Bunyan a lively boy of 10, exasperating his parents and endangering his soul; and when the good Dr. Jeremy Taylor, he of the learned and literary sermons of length, was only 25, and, indeed, the very year before convivial old Ben Jonson, Shakespeare's contemporary and fellow-playright, died,—one Robert Barker, a printer "to the King's Most Excellent Majestie," printed a book,—"The New Testament of Our Lord and Saviour, Jesus Christ." This book has belonged for more than 170 years to a William Roscoe, and belongs to a William Roscoe still.

Lieutenant William C. Roscoe, of the police department, owns the volume. Now far be it from the writer to assert that this vigorous officer was born in 1750. Yet it is very well known by the lieutenant himself that the statement which brought the opening paragraph to a rest is essentially true. William Roscoe owned that book in the days of the "learned lexicographer," Samuel Johnson, and William Roscoe owns it still.

The Bible is browned by age; it has lost a few leaves; its pages are thin and yellow and old. And it bears on the frontispiece the date 1638. It was owned by the Roscoes before 1750, and came into the possession of William Roscoe, father of William Roscoe, grandfather of William Roscoe, and great grandfather of Lieutenant William Roscoe of this city, in later years. Thus it was handed down and read, it is hoped, with seriousness and devotion.

It is pleasant to imagine how the old roundheads of Milton's era probably read it; and how it must have been fingered by cavaliers, when Charles II was brought in triumph from England and the bonfires were brightening the chalk cliffs of Dover and the long eastern shore of England. It was read and reread and read again by many a troubled mind when Oliver Goldsmith was feign to send for a friend to free him from his room, where he was a prisoner lest on stepping foot outside he be arrested for debt. It was owned and read and whole paragraphs of its wisdom learned by heart before the Lake poets wrote; before Sir Walter Scott was born, before the Victoria area had even been dreamed of.

Conjecture as we may say, the old volume itself has little to say. A hand long dust wrote across a page these tremendous happenings:

"Harry, the first daughter to John Amery, of Barnton was borne February 7, 1635, about 2 o'clock in the afternoone.

"Anne, second daughter of John Amery of Barton, was borne June 27, 1636, about 2 o'clock in the morning."

Thus, from 1638 to February 7, 1685, a matter of 47 years, the little New Testament is silent about itself; and but for family traditions, we should know nothing of its history from 1686 to the present time. Just when it was purchased or entered by right of gift into the Roscoe family, it does not tell. How much of English history it has outlived! How much of the old world's sorrow and the new world's hope!

Lieutenant Roscoe's great grandfather, William Roscoe, was born in Bolton, Lancashire, in 1750, and later settled in Warrington, Lancashire. The police officer's father, William Roscoe, came to this country in 1850 and settled in New York city. He died in 1888.

The present owner was born in Foxboro and came to New Bedford when five years old. The book belonged to his uncle, James Roscoe, who had it from his father, and who gave it to Lieutenant Roscoe.

The book has outlived kings and kingdoms. How much longer will its life be?

Jan 3. 1913

Death of Famous Monk at Santa Barbara Mission

Brother Hugolinus.

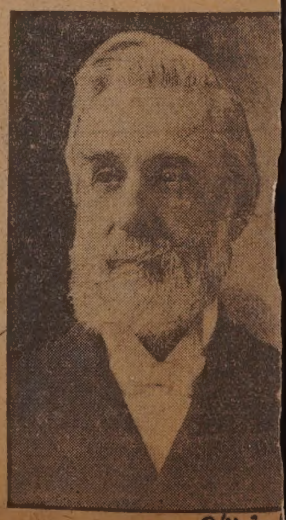
FRANCISCAN MONK DIES.

One of Most Often Photographed Persons in World.

Santa Barbara, Cal., Jan. 7. — Brother Hugolinus, a Franciscan monk, who for more than a quarter of a century had lived at the Santa Barbara mission, and who was one of the most frequently photographed persons in the world, died here Tuesday.

His figure has appeared in thousands of photographs of the Santa Barbara mission. The photographs taken here with such persons as William Macklin and Theodore Roosevelt were widely published.

Venerable Pastor at Memorial Service.

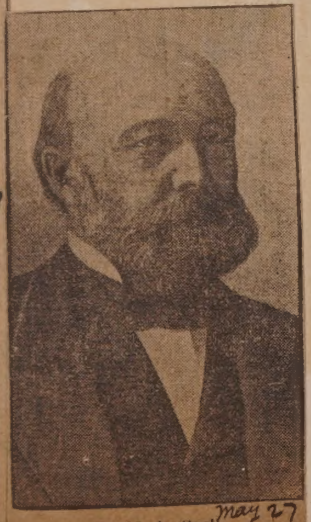


Apr 2. 1913

Rev. H. D. Robinson,
Formerly Pastor of Pleasant Str
M. E. Church.

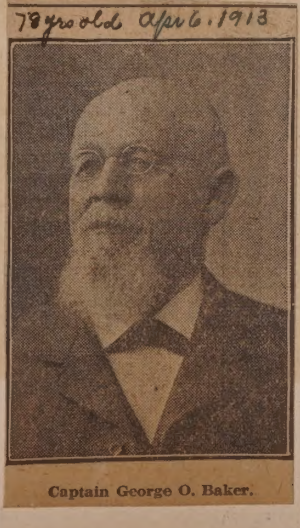
mar 1. 1913

Dr. Clarence E. Burt,
ew Vice Chairman of Republican City Committee.



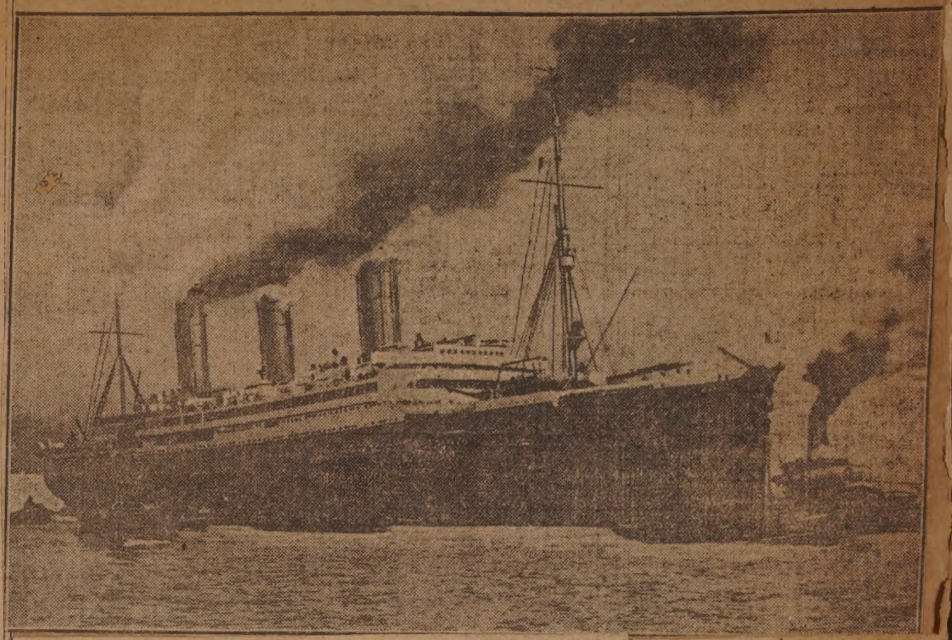
David A. Snell. May 27 1913

78 yrs old Apr 6. 1913



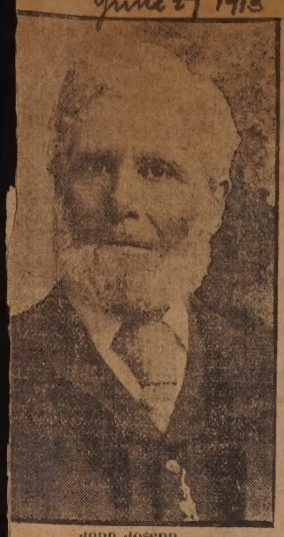
Captain George O. Baker.

THE STEAMSHIP IMPERATOR, LARGEST VESSEL AFLOAT, SWEPT BY FIRE AT HER DOCK IN HOBOKEN.



arly 100, John Joseph Could Still Strike Whales

June 27 1918



John Joseph.

SAILED EVERY SEA.

IN JOSEPH, "OLDEST WHALEMAN," IS 97 YEARS OLD.

d Captive by Confederates When hip Milo Became Prey of Privateer Shenandoah—Received Part of labama Indemnity.

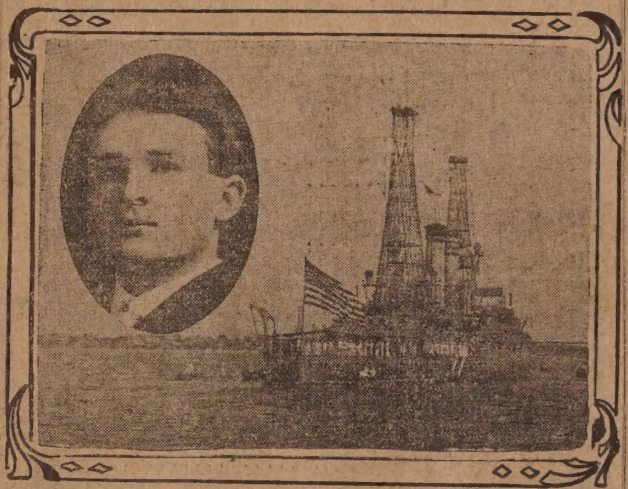
nother "oldest whaleman" has appd. John Joseph of 16 Richmond is in his 98th year, having born in 1816 on the island of . He first shipped on a whaler 11 years old. This beats Henry ase's record of 93 years. Though Mr. Joseph finds himself a ess agile than he was on shiprd and growing a little deaf, he ble to tell clearly all his boats and ages. And they are quite a nber.

here was the brig March out of olcan, brig Two Sisters, bark gon, a New Bedford craft, ships as, Roman and Berkeley. Mr. ph says "the Berkeley was the American whaler to sail with the and Stripes at the masthead gh the English channel." There the bark Columbia, and the ship . It was on the ship Milo, capd by John Hawes from the Head he River, that Mr. Joseph was ured along with the rest of the by the Confederate privateer andoah. He was pressed into ice transporting Confederate sols, and finally was landed at San ncisco. For his scrape he reed part of the Alabama indemnity h Great Britain paid the United es after the war.

r. Joseph is one of those whalewho has experienced the peril of stove boat, for in 1846 when ding in the bow of a boat ready harpoon a whale already fast to her of the ship's boats, his boat rushed by the whale and shed. "For a minute I didn't w what had happened to me," Mr. Joseph, "for I fell heavily the bottom of the boat and was ed by the harpoon which entered hest. It had to be cut out and ar is still there, a long one up down my side."

this whaleman was cast away sailing on the ship Columbia, island in the southern Atlan- But he soon got to another boat was shipped home. He has in every sea from the Arctic e Antarctic and around the several times. In his early he was an expert at that wood ory carving that the sailors did eir spare moments and called shawning. To the Standard re- he showed several beautiful s of his work, rolling pin of red with whalebone ends, little packs of clenched fists and other ns, scalloped wheels for making ns in pie crust, etc. Also he ed a whale's eye which he has , a curious looking affair which what resembles a great horse nut. Not only did he sail as a man but on coasting and r vessels and on the governm[illegible] yachts.

ALBERT SCHOTT, NEW BEDFORD YOUTH, A HERO ON BATTLESHIP NEBRASKA



BATTLESHIP NEBRASKA AND ONE OF HER BRAVE SAILORS.

HIGHAM CORNER PROPERTY CHANGES OWNERSHIP AFTER MANY YEARS

SCHOTT PROVES A HERO.

NEW BEDFORD YOUTH IN HEROIC DEED.

Undaunted by Dense Cloud of St He Saved a Comrade at Peril His Life on Board U. S. S. Nebraska.

Boston, July 16.—Undaunted by the dense clouds of steam which poured out of the dynamo room of the battleship Nebraska, now at drydock at the Charlestown navy yard, following the blowing out of a steam valve yesterday morning, Albert Schott, a 22-year-old New Bedford youth, at the peril of his life rushed into the red-hot room and dragged forth John B. Leary, an electrician, and Alfred Henry Agena, an ordinary seaman, two unfortunate imprisoned in the terrible cauldron.

Agena was unconscious when rescued, and died on the way to the hospital. Leary, although frightfully scalded from the waist up, will recover, but will be marked for life.

When there was a call for volunteers after a steam pipe burst Schott stepped forward. By this time the clouds of smoke were not quite so thick, as the engine room had been directed to turn off the pressure.

Schott discovered Leary first, and dragged him out of the dynamo room. He was suffering from scalds on head and upper part of the body.

Schott hurried back to rescue Agena, who was so close to the spot from whence the steam and boiling water poured forth that he had collapsed almost immediately.

Albert Schott is a brother of George Schott of 210 Coffin avenue, who conducts a garage at the corner of Acushnet and Bates avenues. Albert left this city some six or seven years ago and had been parctically unheard of since his departure. The news of his heroic deed proved a revelation to his brother. That Albert had enlisted in the navy was a surprise to George Schott.

1a

DUFF BUYS ODD FELLOWS BUILDING.
PRICE PAID SOMETHING OVER $100,000

Oct 1. 1918

Merchants' Bank Had Warned Mr. Duff to Vacate His William Street Office—Now He Will Not Have Far to Move, and Figures as One of the Principals in Probably the Largest Single Transaction in History of New Bedford Real Estate—Assessed Valuation of Block and 35.70 Rods of Land $123,150.

ODD FELLOWS BUILDING.

DR. CLARENCE E. BURT RECEIVES APPOINTMENT IN MEDICAL RESERVE.

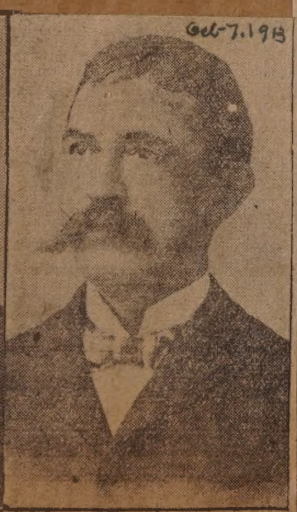
Dr. Clarence E. Burt.

Oct-1918

Dr. Edwin P. Seaver, Jr., Medical Instructor of the Corps.

Nov 20 1918

Oct-7.1918



The Late Alonzo V. Jason.

N. B. DENTAL SOCIETY ELECTS DR. W. W. MANN PRESIDENT FOR YEAR.

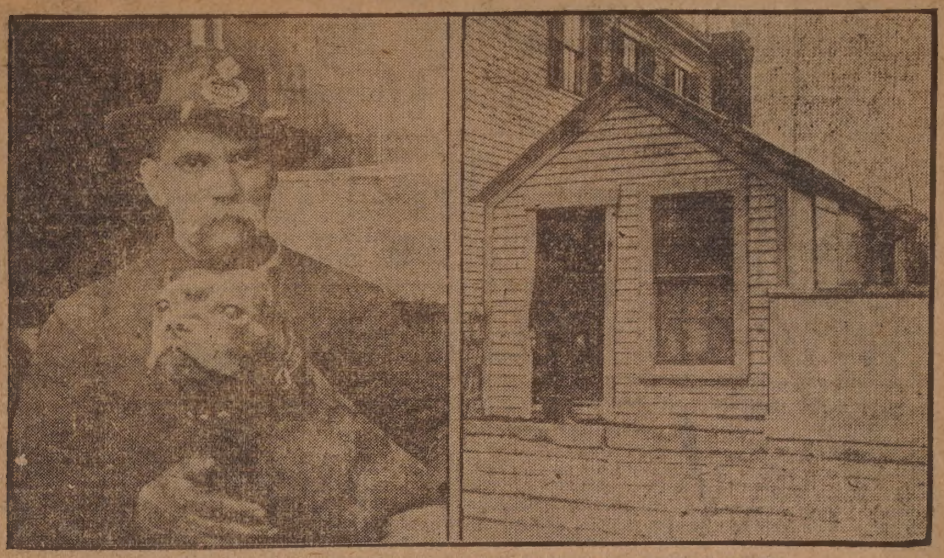
Dr. W. W. Mann. Oct 1918

29

THE SMALLEST HOUSE IN TOWN.

Dec-2-71.

"Capn." Gibbons and His Dog Fritz Live in Dwelling About Ten Feet Square—Lot Not Much Larger—Occupant a Veteran of the Civil War.



"CAP'N" GIBBONS AND FRITZ AND THEIR HOME ON ARNOLD STREET.

The "littlest" house in New Bedford is on Arnold street and the happiest man in the city lives in the house with his dog. The house is mighty small for the happiest man, but it's big for the man's dog. The man is Cap'n William F. Gibbons, past commander of the Charles Russell Lowell post, No. 7, G. A. R., of Boston, and the happiest man's dog is Fritz. Fritz would be as happy as the man if it wasn't for a leg which was crushed by an automobile a year or so ago. However, it makes little difference whether Fritz is happy or not, for the man is always happy.

The "littlest" house has no number. The happiest man is not worried by this, and neither is the dog. The Cap'n tried to figure out what the number would be the other day, and he got 178½ for the answer. That has little to do with the story, but it is the second door east of Chancery street on the south side of Arnold street.

The house is scarcely ten feet wide, and but little more than that in length. It is divided into two rooms, the front room being reserved as a sort of library or parlor, while the rear room is kitchen and sleeping room in one. The two rooms are comfortably furnished, and on the west wall of the parlor is a shelf containing a number of books, among them David Harum. Improvised closets have been made in both rooms by overturned boxes. The needs of the master of the house are small and he has now retired from work, feeling that he should be allowed what he said is a well-earned holiday. The land on which the house stands is all that there is to the lot.

To most people it is a wonder how the man and his dog find room within the narrow limits of the little old shop that spells home to both. However, how deceiving looks may be from the outside the interior shows room, and lots of it, for more men and for more dogs, if all had the happy disposition that the happiest man has.

The happiest man or Cap'n Gibbons as he is to be called from now on has an ingratiating smile, a himple manner and he speaks slowly. To most men it would be a harder job than squaring the circle to be as happy as Cap'n Gibbons is in his little house. The Cap'n has lived in the house for a year and two months and each day he grows happier. He hasn't found the fountain of perpetual youth for he grows a day older with each 24 hours and neither has he found the pot of gold at the end of the rainbow. He gave up the quest for both years ago though he claims to have found the motto for perpetual happiness and that is "Things that you worry about never happen."

The Cap'n never was a Captain and he admits that himself. He has a subtle sense of humor and he laughs at the number of generals that have received their title since the end of the civil war. According to the Cap'n's scale a private in the civil war whether he saw fighting or not is a captain 15 years after the war while a corporal or a sergeant is nothing less than a major or a colonel in the eyes of his friends.

Gibbons is proud of his civil war record in that he took part in some of the bloodiest battles of the war. Enlisting in the 25th Massachusetts in 1863 he saw service at the bloody battles of Petersburg and Cold Harbor and his regiment was also engaged at Goldsboro, Whitehall and Kingston. At the conclusion of the war Gibbons enlisted in the 16th U. S. infantry and was quartered in the south for three years during the period of reconstruction which followed the peace at Appomatox. With his regiment he was stationed in various parts of the south, for a time in Tennessee, then in Mississippi, Alabama and again in Mississippi.

During the period that he was in Tennessee the Klu Klux Klan was born, founded in Pulaski, Tenn., but a few miles away from Humboldt, the garrison of General Pennipacker and his troops. Numerous encounters with this Klan were related by Gibbons to a Standard reporter a few days ago when he was telling about his three years in the regular army. For a time, he said, following the close of the war Union soldiers were unsafe in the streets of some of the southern cities.

"It would be death for any one of our company to leave the post at night," he said. "After a few months or more when martial law was being enforced things became better and better until finally the people in the towns where we were quartered were sorry to see us move.

"There is one instance which I remember clearer than any other, the reading of the Declaration of Independence and the proclamation of Emancipation on July 4, after the war. The war department had ordered both to be read on that day, and the Klu Klux had promised to see that it was not done. General Pennipacker had heard of what was to be attempted, and early on Fourth of July he rode alone into the public square of the town, where he dismounted from his horse and informed the citizens what was to take place. Then he returned to his camp on the outskirts of the city, and marshaling his men he marched them into the town and read both aloud. When he had finished the people of the town cheered him.

"The fear of the three gold K's on a band of blue was so terrifying to the Negroes that at last we received orders to break them up wherever we found them. At one time the company in which I was serving surrounded a cemetery and surprised over 100 members who were holding a meeting there. That was after the Klan began to meet in secret places, where they could discuss their affairs with least danger of arrest and interruption.

"At one other time over 500 Klu Kluxes were captured in a small town which was supposed to be their headquarters. We were defied to break up a meeting that was to be held in a certain hall. Our commander telegraphed for troops, and just before midnight they arrived. The hall was surrounded by at least 1000 men, while a guard with fixed bayonets entered the hall. Pandemonium broke loose in the meeting among the bravest in the organization and many jumped from the windows, only to fall into the hands of the soldiers who were without, and consequently, were placed under arrest and then warned that if they were caught again they would be tried for trying to intimidate the Negroes."

When the reconstruction days were over and Gibbons's term of enlistment expired he returned to his home in Boston, where he joined the 10th regiment of volunteer militia, in this manner reversing the usual order of joining the militia first and then the army. For many years he worked at his trade of shoemaking, and at the death of Mrs. Gibbons came to New Bedford, where he has been living in the "littlest" house.

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ZOLNAY'S BEST EFFORT.

SCULPTOR THINKS STATUE HERE WILL BE HIS MASTERPIECE.

Miniature Model Shown Today—Hopes to Make His Work an Epic of This Section of the Country—Will Be of Granite and Bronze, Standing 22 Feet in Height.

July 23-12.

"It is an epic hewn out of granite to tell to posterity how New Bedford attained its greatness."
—Zolnay on His Monument.

George Julian Zolnay, sculptor from St. Louis, and chosen by George D. Barnard of that city to model for his native city, New Bedford, a monument symbolizing her growth from early whaling days to her present greatness as an industrial centre, sat in the smoking room of the Parker House, and chewed on the butt of a cigar. He had just descended from an upper room, where Mr. Barnard had exhibited in his presence, to Walton Ricketson, the New Bedford sculptor, and to representatives of The Standard, a model of the gift. He was enthusiasm itself. As he talked of the work, he kindled into a flame of intensity.

Above, on a table in the light of a window, stood the little sketch model that Zolnay intends shall be his masterpiece. The statue itself will stand 22 feet high. Its wave-washed base lifts a shaft, surmounting which is the heroic-sized personification of industry, seven feet in height, and to be cast in mellow bronze.

As the sculptor talks, his thin, expressive face changes. His eyebrows knit with intensity; he leans forward and reaches out and clenches his statements with that impetuosity that has made him known in American sculpture from Maine to California.

"The fountain bowls are to be removed," he explains; "and my work will be the higher art, for the wiping out of the utilitarian. It was Mayor Ashley's suggestion that we remove the bowls. I am glad to do so,—I never liked them."

As he talked, there came from him the story of his life, of his work, of his successes. He believes that in New Bedofrd's rise he has found inspiration for his masterpiece.

"I believe I shall produce my greatest work for your city," he declared; "I doubt if I shall ever produce its equal again."

Zolnay's Story of His Model.

The sculptor differs from most American sculptors in his methods of work. His ten nervous fingers are his tools,—these are chips snatched up in the frenzy of modelling from his atelier floor. A punch and twist of the thumb; a sweep of a finger; swift, upward movements that push the soft clay into hollows and ridges, into form and features, into realism and life—and harmony is come from formless blue mud; the base has become glorified; his fingers divine—creators of poetry in clay,—the fathers of epics.

"I have hoped to make this monument an epic of this section of the country," Mr. Zolnay explained. "I want to transmit to posterity in stone and bronze its real history condensed, and showing that all New Bedford is today came fundamentally from the sea.

"Out of the sea, her captains brought the whale blubber after the chase; out of the blubber was tried the oil that brought New Bedford's prosperity. The hardship that whaling involves created a race of men who could battle with new difficulties, when the revenue from the sea ceased, who, when they turned to another industry, made as great a success because of the hardships bred in them during their former life.

"Essentially and fundamentally, I do not depict fisherfolk, because in my conception they were not fisherfolk—they were men of the sea who hunted in Arctic and tropic waters the greatest monster of the sea.

"By showing this, depicting on one side the tragedy of the sea and on the other the hardship of the whaler's daily life, I built up a monument towards this climax that surmounts it—typifying in a heroic-sized bronze figure, representing a young mechanic standing erect by an anvil and holding a cogwheel, the present great industries of this city. The cogwheel is emblematical not of any one industry, but of all your industries, because, while I have realized your most important industry is the weaving, you have other industries—the glass works, the twist drill, and it is only justice that all the industries should be glorified in this work.

"I therefore selected this allegorical form, which has the additional advantage of being by far the best adapted to a monumental work. The monument will, in all probability, be unique in the country, because in the treatment I have departed from the conventionalities. Instead of having the conventional architectural setting, the entire setting of my work is pictorial. There are no moldings, no brackets, nor any of the architectural accessories we are accustomed to see in monuments. It is literally an epic hewn out of granite to tell to posterity how New Bedford attained its greatness."

Composition of the Model.

The rough sketch model is shown herewith, with a clay figure beside it, to illustrate its height as contrasted with the height of the average man. Its bronze personification of industry will be lifted 22 feet above the ground. On its pedestal will appear five figures carved from chosen granite: The whaler, throwing a lifeline, at one corner—throwing a line to some one evidently in distress, suggested but not shown. This is counterbalanced by a woman, who stands in terror at what has happened, symbolical of the woman who waits at home. On the other side, the whaleman, going out on his hazardous voyage with his eldest boy. The happiest thought is the introduction of the boy, which sets forth the story of how youth in those days received an early training for the hard career before them.

To emphasize the atmosphere of the monument, the base is washed by dashing waves, which not only add to the dramatic effect of the composition, but add to its decorative qualities as well.

"Never in all the numerous work I have done," Mr. Zolnay said enthusiastically, "have I felt the intense interest I do in this work—which my artist friends of New York and I consider my best and most forceful. I am inclined to think that it will remain my best. I hardly feel that I shall ever surpass it, because of the subject, offering as it does possibilities for artistic development that can hardly be equalled.

"It is my ambition to give to this city a monument which not only is destined to be seen by the people of New Bedford and their visitors, but I hope that people will travel, to come for no other reason than to see this monument. I hope it will be one of the milestones in the history of American art."

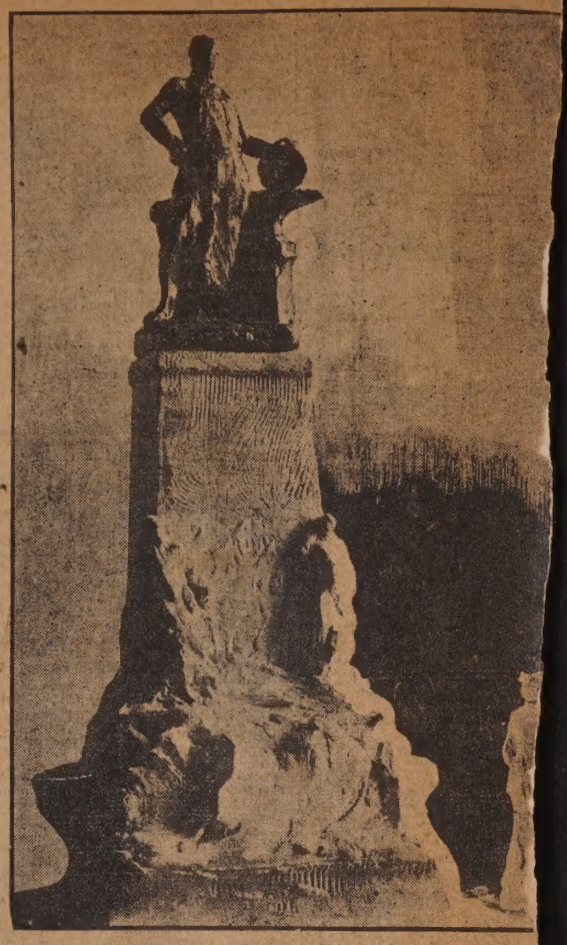
The Sculptor's Life.

"What manner of man, it is asked, is this George Julian Zolnay, who hopes by the originality of this memorial shaft and its sextet of symbolical figures, to leave behind him a milestone in American sculpture?

He was born in Hungary on July 14, 1863. He is today one of the most typical productions of the wonderful racial conditions that prevail in and are making this country. On his father's side, he is a Magyar; on his mother's, a Roumanian.

AN EPIC IN GRANITE.

New Bedford's History to Be Illustrated by Sextet of Symbols



Clay Figure Is to Illustrate the Monument's Height Contrasted Height of the Average Man.

He was educated originally for the diplomatic service. When he got through college, however, he has so strong a tendency towards art that he rebelled, and very much against the wishes of his father, entered the Art academy, where he graduated with highest honors.

"My only regret in life," the sculptor confesses, "is that my father didn't live long enough to witness my success in the career which he opposed on no other grounds than that of the element of uncertainty which is always the bugbear of the artist."

New Bedford mill operatives will be interested to know that he works 12 hours a day,—and, although he is his own boss, he never calls a strike on himself for shorter hours and more pay. He believes that there are just two essentials to success,—innate ability and hard work; and he believes the latter is more essential than the former.

He graduated from the great art schools of Austria and France. Although by blood a Magyar and a Roumanian, he is a thorough American, and married a Kentucky woman.

"I am as enthusiastic an American as you will find," he exclaimed today. "I have faith in American art,—particularly in American sculpture, which in my estimation has already not only equalled the sculpture of the rest of the world, but has far surpassed it."

He is also an honor graduate of the Imperial Academy of Fine Arts, Vienna. His career of successes began with his work at the Chicago World's Fair in 1893. His works are scattered from Maine to California, and from Minnesota to New Orleans, and embraces almost the entire range of sculpture, from dainty, silver spoons, to battle monuments and colossal figures.

Like every man, he has his hobbies,—which in themselves are rather innocent. What little leisure time he has, he spends with his violin and in his garden, raising flowers. He is also a fluent speaker, and frequently gives lectures. He has the advantage of speaking well no less than seven languages.

His chief characteristics are tensity of purpose, the originality his conceptions, the harmony designs, the beauty of his lines, and the perfection of his strongly individual, but the powerfully expressive, — all more than they seem. After the rock has left his hands, line of the poet becomes real the art lover sees there are "sermons in stones."

Rev. Clarence M. Gall, Former Pastor Present at D... tional Service.

31

STATUE FOR HIS NATIVE CITY.

At Top—George D. Barnard of St. Louis, who is to give statue to New
rd; and at bottom, George Julian Zolnay, the sculptor. At the left
Laclede statue designed by Mr. Zolnay for St. Lou

STATUE FOR NEW BEDFORD

WILL BE GIFT OF GEORGE D. BARNARD OF ST. LOUIS.

Donor a Native of This City Who Went West Shortly After War—G. Julian Zolnay the Sculptor to Execute the Work.

July 21-12.

Announcement is made that George D. Barnard of St. Louis is to give a statue to his native city, New Bedford, which will commemorate the city's development from a whaling town into the great manufacturing city it is today.

The artist to whom the designing of the statue has been entrusted is George Julian Zolnay, a distinguished American sculptor, whose work in other cities, notably his lions at the entrance of the university in St. St. Louis and his Winnie Davis memorial in Richmond, has attracted much favorable notice.

Mr. Zolnay was expected to arrive in New Bedford last night or this morning to confer with Mr. Barnard concerning the site of the proposed statue. He will remain here for several days in order to make extensive studies. Neither Mr. Zolnay nor Mr. Barnard had arrived last evening.

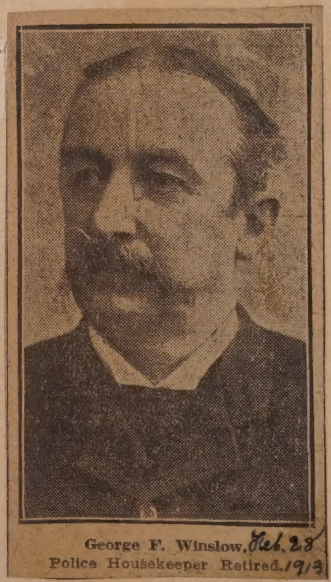
George D. Barnard, the donor of the statue, was born in this city in 1846. He spent his boyhood here and attended the public schools. He was employed in Parsons's bindery on Union street. Shortly after the Civil war ended he went west, and there rapidly rose to be head of the firm of George D. Barnard & Company, manufacturing stationers. In 1908 he gave $100,000 to the St. Louis Skin and Cancer hospital. He was one of the original committee of 200 in charge of the World's Fair in St. Louis. In giving this city a statue his generosity will be in accordance with his reputation.

George Julian Zolnay is one of the most successful American sculptors. His lions, which stand at the gates of University City, St. Louis; his bust of Beethoven, a powerful and sympathetic study of the composer; his graceful Winnie Davis Memorial in Hollywood cemetery, Richmond, Va., are among his recent and noteworthy productions. Of Magyar decent, he inherits the intensity of that picturesque people; their sufferings and struggles are in his blood; their love for the beautiful finds expression in the plastic clay that is the beginning of every masterpiece bearing his name.

Writing in the World Today, Rowan Douglas says of Zolnay:

"Although Zolnay's extensive works has already brought him as many honors and material returns as any sculptor could reasonably desire, one feels that he is but on the threshold of a still greater career. It is not surprising that this adopted son of the west should have emerged victorious in the recent competition for the monument to Pierre Laclede, the founder of the city of St. Louis."

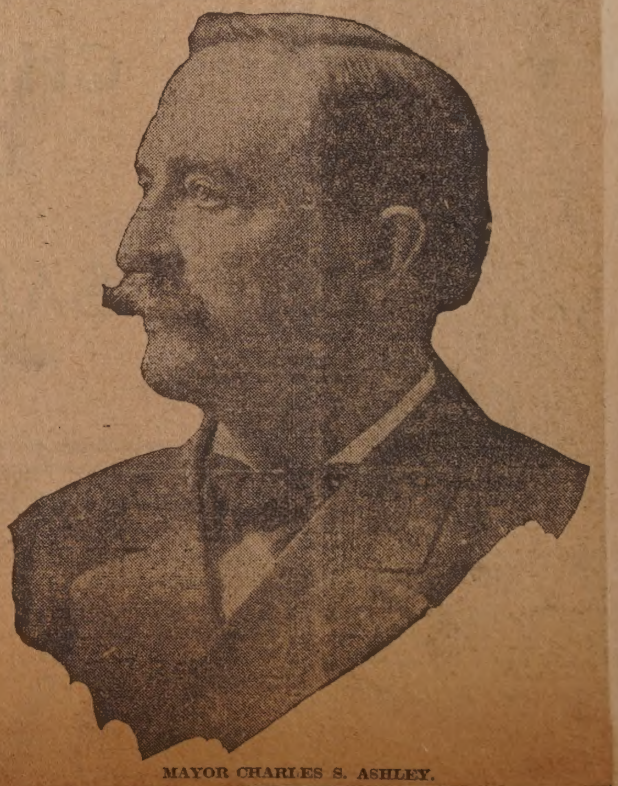
Mr. Zolnay will remain in this city for several days, to study the types of whalemen, now rapidly passing away. The monument is intended, as planned, to commemorate the growth of the city from a whaling port to a great industrial center, and in this will differ from the proposed monument of Bela Pratt, the gift of W. W. Crapo, which is a memorial of the whalemen of that other period, which made this city rich and great.



George F. Winslow. Feb. 28
Police Housekeeper Retired. 1913

Nov 17, 1912.

TENDERED NOMINATION FOR 16TH TERM



MAYOR CHARLES S. ASHLEY.

32

NEW ART CLUB FORMED.

SWAIN SCHOOL OF DESIGN TO HAVE MERIT ORGANIZATION.

Dec-10-'11

Mrs. Clifford H. Riedell Elected President—Memebers Selected for Efficiency in Art Work—23 Pass Examination for Membership.

A meeting was held in the Swain Free School of Design on Saturday evening to organize an art club in connection with the school, to encourage original work and to raise the art standards of the school. About 16 members were present, and voted that the name of the body shall be the Swain Art club.

The following officers were elected:
President—Mrs. Clifford H. Riedell.
Vice President—Miss Mabel Ashley.
Secretary—Howard Anos.
Treasurer—Miss Clare Holcombe.
Business Committee—Chairman, Miss Nina Weld; Miss Alfreida Richards, Miss Jessie Barbour, Miss Mary Alice Aken, Miss Ruth Leonard.
Entertainment Committee—Chairman, Miss Stella Caouette; Miss Edith Rice, Miss Katherine Eames, Miss Beatrice Nelson, Miss Lillie B. Allen.
Executive Committee—The four officers and the chairmen of the committees.

The executive committee, it was voted, will serve as an advisory jury, to act on the work of pupils, submitted in application for membership into the club, and also upon all work submitted by members for exhibition or sale. The final verdict in both these matters will be in the hands of a jury, composed of the faculty of the school.

H. A Neyland, director of the school, was present, and spoke of the objects of the club as being to encourage good work, to dispose of it when desired, and to promote a friendly spirit among the members. He regretted that any who had applied had not been elected to membership, through lack of showing proficiency in the work, and thought that the existence of the club would be a spur to greater and better effort.

The next meeting of the club will be at the call of the executive committee. It is proposed eventually to have a regular meeting night for the transaction of business, and for social meetings with talks and addresses. Probably the club room in the school will be open regularly some evening every week.

The jury, composed of the faculty of the school, that acted upon the work of the pupils submitted in application for membership, consisted of the following:

H. A. Neyland, director; George J. Hunt, instructor in metal work and jewelry; A. F. Kleiminger, instructor in painting and life class, and C. H. Riedell, assistant director and instructor in the life class.

An exhibition of the various sorts of work of the members of the club done both in school and outside will open on Thursday, Dec. 14, in the school building. Possibly there will be a sales department in connection with it.

Mr. Neyland, in an interview with The Sunday Standard, said concerning the new club:

"We want the pupils who are members of the club to feel that they have won a place in it for efficiency. It will be, we hope, an incentive to those who are members and to those who are not.

"It will be a club for business, as well as social, purposes. The members will have their own club room, where articles they have made will be on exhibition throughout the year, and anyone who want to buy any original handwork may find something to please them there.

"One thing that may disappoint some is that there will be fewer handicraft articles on exhibition now than formerly were. This is because pupils hitherto have copied designs freely from wherever they could find them. Now all work in jewelry, wood carving, etc., is of original design. Pupils must now spend half their time in designing, whereas before they could spend all their time in making the object.

"The club will be open to present students or to former students of the Swain school. We hope that former students will occasionally send in paintings or art objects for exhibition or sale. The government of the club will be in the hands of the students."

Charter Members.

The following are the charter members of the Swain Art club who have passed examination before the faculty of the school:

Miss Mabel Ashley, Harry Settele, Miss Hattie Sisson, Miss Jessie Barbour, Miss Beatrice Nelson, Miss Clare Holcombe, Howard Anos, Miss Nina Weld, Nicholas Yellon, Miss Theodosia Chase, Miss Mary Alice Akin, Miss Mabel E. Davis, Miss Alfreida Richards and Miss Ida McAfee, all of this city; Miss Edith Rice, Mrs. Harriet Riedell, Miss Edith Hathaway, Miss Stella Caouette, Miss Lillie B. Allen and Miss Katherine Eames of Fairhaven; Miss Alice Gidley of North Dartmouth; Miss Ruth Leonard of Clifford, Miss Hazel Merriman of Brookville.

EXHIBIT OF PAINTINGS.

Dec-6-11

INTERESTING LANDSCAPE SHOWN BY MISS FRANCES L. E. GIFFORD.

Daughter of Late R. Swain Gifford Following in Footsteps of Her Famous Father in Her Choice of Subjects—Works Shows Fine Promise.

The first public exhibition of the paintings of Miss Frances L. E. Gifford, daughter of the late R. Swain Gifford (one of the greatest landscape painters of recent years), opened on Thursday in Hutchinson's book store.

Miss Gifford is a young painter who is just entering this field of art, but her work is virile, original, and promising. Miss Gifford modestly calls her work "sketches," and as such they are labelled in the exhibition. The paintings are ten in number, nine landscapes and one still life. The landscapes are brushed on in the manner of the impressionists, but more delicately and successfully than amateurs generally show. Some of the canvasses were painted at Nonquitt, where Miss Gifford spends her summers, and some at Woodstock, N. Y.

Miss Gifford has not studied painting long. She has worked for six months under Bert Harrison at the Woodstock summer school, New York, and has been painting for about three years. She studied drawing at the Cooper Institute for a number of years, having been taught to draw by her father. She is now visiting at the residence of Thomas M. Stetson on Ash street. Miss Gifford is the niece of Mrs. Stetson.

If Miss Gifford's work in Hutchinson's store shows her recent acquaintance with oils, it shows it in no unpleasant fashion. Her work has the confidence of youth, with the maturity of an older artist; the virility and originality of one who has not been long subject to the inane comments of the art critics or had her own individuality crushed by the weight of other men's ideas.

The landscapes are nine lovely harmonies. One is a study in dull grays, a dreary, hazy day in a level country, with an overcast sky lowering over a lone cedar tree. The brush strokes are remarkably sure and bold for a beginner. The management of the sky tones is exceptionally good.

Just below the dreary day scene is a fine study—once again with especial attention to sky effects. Here, the clouds are breaking away and lights and shadows fall on a simple, country scene,—a field, a stonewall and a few maples touched by frost.

Simplicity, the poet Wordsworth maintained, is art; and many another, not a poet, has agreed with him. Whether your medium is color, or words, or marble, simplicity is art. And it is after such art that Miss Gifford seems to be striving.

Here you have a quiet, old-fashioned country place,—a slope-roofed house and barn, and an orchard of old apple trees. Here, once again, you find the charming simplicity evident in the two other paintings. Miss Gifford does not require complex themes. She chooses here a bit of field, a bit of field quite ordinary, till blended in color tone and harmonized with a ridge of low trees, a sky of blue ether and gray clouds, whose under sides are darkened with purple tones; an old stone wall, and a group of young maples. Your old-time country farmhouse with its companion building, the barn, and its orchard has been treated often enough, but rarely with such ease and grace as Miss Gifford has shown in this small study.

A scene in the marshlands, such as her father was fond of painting,—evidently a Nonquitt scene, with a clump of low trees, solitary again like the cedar, and blown clouds. An arm of the sea shows beyond the trees. The high lights here are beautifully studied out.

The largest canvas hangs in the center of the exhibit, and invites you to walk along a winding, meadow path. There is a stile, with one bar dropped, by which you pass a little groupe of trees, brilliant with autumn —aglow, doubtless, with the first frost. They stand like sentinels by the brown stone wall; and beyond a yellowed field. Beneath, is a splendid little scene, a masterprice for so young an artist,—one gnarled old apple tree and its shadow beneath. It is the old tree and that shadow which attracts; there are clouds along the skyline and a blur of color all about, but the eye is directed at once to the ancient, twisted familiar tree, and you see that here, again, is art born of simplicity.

A moorland scene, rounded drumlin hills giving a splendid sense of distance, with blow-away clouds overhead, also attracts and deserves especial praise. The study in still life has much in it to praise,—the drawing itself is exceptional, and the coloring admirable and successful. The difficult copper tones of the beaten vessels; the transparency and fragility and lucidity of the crystal sherbert glass, and the soft folds of the spotted silk cloth are all admirable. The orange, perhaps, so far as the coloring is concerned, is not so successful, though its drawing is good. The orange of an orange's peel is hard indeed to transfer to canvas; but her work on the exposed pulp inside is good,—it looks the pulpy, wooly substance which covers the juicy and chambered interior of the fruit.

Miss Gifford is to be congratulated upon her exhibition. It promises much for better things in the future and is such as her famous father would doubtless take much pride in.

AUTOGRAPH SALE.

MANY EXHIBITS FROM COLLECTION OF LATE M. B. HATHAWAY.

Good Prices Secured at Auction In Boston—Signatures and Manuscripts of World Famous People Were Offered to the Public.

Jan-10-12

(Special to The Standard.)

Boston, Jan. 10.—The second sale of the collection of autographs assembled by the late Mary B. Hathaway of New Bedford during her lifetime, was held this morning at the rooms of C. F. Libbie, the well known dealer in this city, and was largely attended by those interested in gathering the signatures of autograph manuscripts of persons famous in the world's history. With Miss Hathaway's collection was included a collection of Julius L. Brown of Atlanta, Ga. Included in the collection of Miss Hathaway placed on sale today were signatures of authors, soldiers and statesmen of this country, of kings and potentates of foreign nations, some of them dating back into the 16th century, while bits of manuscript, originals of famous authors of this country, proved to be among the articles most in demand. Fairly good prices were secured for all the material offered, and during the sale of today and tomorrow it is believed that a large number of the exhibits in the Hathaway collection will have been disposed of. A previous sale from this collection was held in April. The sale of today, was widely attended and seemed to have attracted considerable interest. There were no New Bedford people in attendance and there were no signatures of letters offered during the day which would have been of special interest to a New Bedford person, other than a collector. There were were no manuscripts or signatures of peculiar attraction to New Bedford or for that matter to the state, the sale being composed of signatures and letters of men of national reputation.

Among those present today and actively bidding were: C. E. Goodspeed of Boston; W. R. Benjamin of New York; George W. Humphrey of Boston; George R. Littlefield of Boston; Dr. Eastman of Boston; Dr. Blake of Boston; Mr. Munson of Albany, N. Y., John Heise of Syracuse, N. Y.

Among the articles sold and the prices they brought were the following, many of the exhibits being purchased upon orders previously received by the dealer:

Letter by John Brown, dated Troy, N. Y., Dec. 9, 1851—$28; autograph photograph of Mrs. John Brown—$7; two-page letter of Aubrey Beardsley, novelist—$19; signature of Charles I., dated 1621, written on vellum—$13; autograph letter of Hans Christian Anderson, dated at Copenhagen, 1858—$5.25; autograph letter of Matthew Arnold—$4; letter of Francis Barber to Colonel Dayton of the Colonial Army—$9; three letters of John Quincy Adams—50 cents each; letter of Samuel Adams of Boston, dated July 31, 1779—$6.50; signature of William T. Adams, "Oliver Optic"—50 cents; signature of Louisa M. Alcott—$1.50; letter of Thomas Bailey Aldrich—$4; manuscript of Aldrich from the sonnet "Thorwaldson"—$5.50; autograph letter of William Black, novelist—$1; signature of James G. Blaine—$3.25; signature of Joseph Bonaparte, King of Naples and Spain, brother of Napoleon—$2; signature of Daniel Boone—$3; signature Junius Booth—$8; paper signed by selectmen of Truro, John Myrick, Francis Smalley and Jonathan Paine—$1.50; signature of Josh Billings—$1.50; signatures of Sir Henry Bishop—25 cents and 75 cents; signature of Joseph Church, Massachusetts colonial judge, dated 1698—$4; letters of William Cullen Bryant—$2.75, $2.25, $2; autographs of Henry Clay—75 cents to $4.25; autograph photograph of Mark Twain—$5.50; two page letter of Mark Twain—$3.50; signatures of Aaron Burr—$6.25 and $1.25; signature Kit Carson—$1.50; signature of Katherine II, empress of Russia, dated 1783—$5.

A large number of the exhibits were purchased by dealers or collectors in Boston or on orders received before the sale.

REUNION OF THE OLD SEVENTH

—1905—

One Hundred Survivors of the Regiment Meet at Mansfield.

Mansfield, June 15.—The 37th annual reunion of the seventh Massachusetts Veteran Volunteer association was held here yesterday. There were about 100 members present and many of them were accompanied by their wives.

The morning session held in the Methodist church, was devoted to business. Hiram B. Reed of this place, a company H man and president, occupied the chair. Letters of regret were read by Secretary W. H. Wade from Lieutenant Leonard Hathaway of Eagle Grove, Ia., the oldest member, aged 82; General Elisha H. Rhodes of Providence, Captain Wright Bisbee of Norway, Me., Henry Doane of Brooklyn, George G. Peck of Taunton, J. M. Wood, now in the adjutant general's office in Boston; Corporal Matthew Bliss of Bellingham, Wash., and Phineas D. Fletcher of Assonet.

Colonel Franklin P. Harlow of Whitman was reported seriously ill and the association voted to send him a letter of sympathy.

It was reported that six members had died during the year: Freeman Burgess and Joseph Matthews of company A, who died in New Bedford; Lorenzo Manchester of company B of Fall River, Colonel Edward Collins of company E of Dorchester, Evander Pray of company F of Taunton, and Joseph Collins of company I at Abington. George N. Cole of company C was also reported ill.

The association voted to repair the monument to Robert Carver at Taunton and appointed B. F. Cunningham, John Staples and John Chase a committee on the work. Comrade Carver was chaplain of the regiment. A vote of thanks was tendered the Methodist society for the use of its church for the meeting.

Officers were elected as follows: George L. Jillson, North Attleboro, Co. I, president; George A. Brown of Brookline, Co. A, Abial Winslow of Fall River, Co. B, Gustavus T. Fisher of Taunton, Co. C, Rollin H. Babbitt of Berkeley, Co. D, George H. Barry of Mattapan, Co. E, John C. Chase of Taunton, Co. F, P. W. Fecto of North Easton, Co. G, William Martin of Taunton, Co. H, John N. Hall of Plainville, Co. I, Frank Erskine of Whitman, Co. K, and John F. Mackinson of Attleboro Falls, band, vice presidents; William H. Wade of Fall River, Co. I, secretary; Benjamin F. Cunningham of Taunton, Co. F, treasurer; James N. Simmons of Fairhaven, Co. D, chaplain; John B. Greenhalgh of Providence, Co. A, and A. A. Severns of North Scituate, Co. E, executive committee; David Cahoon, Harrie Cushman and John Staples of Taunton finance committee.

It was left with the executive committee to decide upon the place of the next meeting.

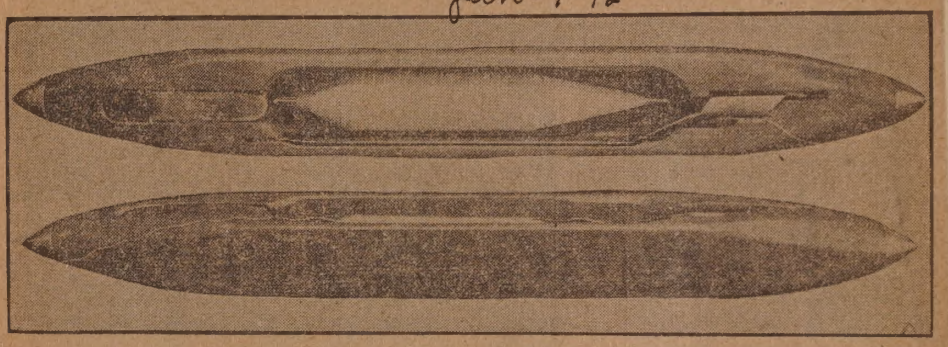
At noon dinner was served by the woman's relief corps in Memorial hall. Selections were given by an orchestra composed of E. C. Morse, violin; William Freeman, cornet, and Mrs. Addie Sweet, organ.

The afternoon was given over to orchestral music, readings by Miss Carolyn Walker, the singing of patriotic songs by the assembly, vocal solos by Miss Mildred Stone, remarks by Rev. W. T. Johnson of the Methodist church and Rev. J. L. Tryon of the Episcopal church, and addresses by comrades. President Jillson was in charge of the program.

NEW BEDFORD MAN'S SELF-THREADING SHUTTLE.

No Eye in Ingenious Device of Alfred Isherwood—Filling Delivered Fro m Top, Rather Than Through Side.

Jan-7-12



The upper view shows the top of the shuttle with the thread being drawn in from the long stretch. The lower view shows the shuttle delivering the thread in the opposite direction, drawing it in from the short stretch. It will be observed that the filling is delivered from the top rather than through the side of the shuttle.

A new type of shuttle which cannot fail to be of interest to every cotton manufacturer has been invented and patented by Alfred Isherwood of 129 Austin street in this city. As shown in the accompanying illustration, the new shuttle embodies radical departures from all forms of shuttles now in use, the shuttle eye being entirely done away with and the filling being delivered from the top, rather than through the side of the shuttle.

The chief value of Mr. Isherwood's new shuttle is that it automatically threads itself as it is placed in the loom by the weaver. The weaver has only to place the cop or bobbin of filling on the spindle, take the end of the filling in his hand and close the spindle, and place the shuttle in the box—the filling as it passes over the threader of the shuttle slips into it automatically.

It is naturally important whether or not there is any danger of the filling become unthreaded as the shuttle is thrown from one side of the loom to the other. This is made impossible by the shape of the threader. The filling is securely locked in the threader and cannot come out of it any more than it could out of the old fashioned shuttle eye. Trials of the shuttle in the Textile school in this city and in one of the mills have shown this to be true.

By the ingenious arrangement of the threader, the tension on the filling as it is delivered from the shuttle is made greater when the shuttle is moving in the direction of the filling fork on the loom than when it is moving from the filling fork. In this way the tension on the filling is very light on the short stretch of the filling but greater on the long stretch, thus guarding against kinks in the selvege on the side of the cloth farthest from the filling fork. On all ordinary work there is no need of flannel in the shuttle to make tension, but where there is need for extra tension flannel can be used.

To get around the objections to the old type of suction shuttle, inventors have made hand-threaders with a slot in the side of the shuttle into which the thread could be drawn by the weaver's hand. These hand-threaders have not been entirely satisfactory. The slot has had a tendency to weaken the shuttle. The edge of the slot has sometimes caught on the warp yarn as the shuttle was in operation in the loom, tearing out warp threads. The filling thread would at times become blackened as it passed along the outside of the shuttle or would be cut if it did not follow the groove in the side of the shuttle made for it. These difficulties are obviated by doing away with the slot in the side of the shuttle and having the thread pass along the top of the shuttle.

This last departure from the usual type of shuttle presented difficulties which had to be overcome. The filling passing from the spindle toward the threader was apt to become entangled with the thread passing backward from the threader on the short stretch of the filling. To get around this, there is a steel blade running from the threader along the inner side of the wall of the shuttle the whole length of the spindle cavity, and the thread passing backwards from the threader of the shuttle travels between this steel blade and the wooden wall of the shuttle. In this way the thread passing in one direction is separated from the thread passing in the other and danger of entanglement is avoided.

Mr. Isherwood's new shuttle is adaptable both to the ordinary and the Northrop loom.

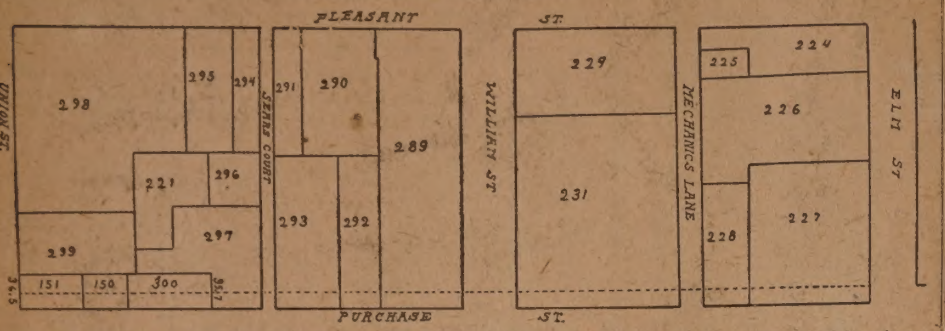
There is naturally little comparison between a shuttle which threads itself and any sucking device attached to the looms by which the filling might be drawn through the eye of the old fashioned shuttle. As the new shuttle law now stands it is possible that some of the sucking devices which are now on the market may satisfy the new statute, but most of them take up so much time that most weavers would be likely not to use them but to thread their shuttles by suction. If they should work out this way there will be an attempt made, according to officials of the Weavers' union, to have the new shuttle law amended so that the old fashioned suction shuttles could not be used at all, even in conjunction with mechanical suction devices.

34

THE WIDENING OF PURCHASE STREET.

Important Project Whose Cost Is Estimated at from $250,000 to $500,000—Would Take Nearly Half the Depth of Some of the Smaller Lots Between Sears Court and Union Street.

Jan-7-12



Lots fronting on west side of Purchase street between Union (on the left) and Elm. The dotted line shows where the property line would be if the street were widened.

Beginning at Union street, the Purchase street lots are owned as follows: 151, 150, 300 by the W. H. A. Tobey estate; 297 by Maria T. Upjohn; 293 by the Five Cents Savings bank; 292 by the George Tappan heirs; 289 by B. Cummings and F. H. Gifford, trustees; 228 by the Merchants National bank; 228 by the city of New Bedford (central engine house); and 227 by the North Congregational church.

The recommendation for the immediate widening of Purchase street has created more talk than any other one thing that Mayor Ashley said in his inaugural address, and both sides of the question do not lack for supporters. When the upper part of Purchase street was widened in 1891-2 the plan was at that time to carry the widening as far south as Union street. At that time the Merchants bank was contemplating the construction of their present building and offered the city a strip ten feet wide for the purpose of widening the street, but wanted the modest price of $17,000 for it; and as there had been a perfect storm of protest anyhow at the cost of the widening operation, raised by watch dogs of the treasury at that time, the city council did not have the nerve to pass an appropriation providing for the payment of such an "enormous price" as damages for the taking of the ten foot strip, even though it was realized at the time that the cost of future widening would be very much greater. The matter was dropped after Pleasant street from Kempton south to Union, and Purchase street between Maxfield and Elm streets had been widened. Ever since then, the talk has been revived at various times of carrying through the original widening plans, and taking off the sixteen feet on the west side of Purchase street between Elm and Union streets to make it correspond to the width of the street north of Elm street.

It is generally admitted that it would be a good thing if the south end of Purchase street was wider, and that its present narrowness is a great handicap to the proper development of the business centre, but there are many who think that it would be altogether too costly a proposition to tackle, and that since the street was not widened ten years ago it had better not be widened at all. The property owners and business men on the west side of Purchase street in the district which would be affected are of course much opposed to the proposition, because in many cases it would seriously hamper their business or damage their property, and it is up to them to get as high damages, if the widening goes through, as it is possible for them to get. It is pointed out by many of the opponents of the measure that in the large cities the business upon narrow streets has not been fatally hampered by the narrowness of the roadways, and that it would not be so in this city, and they wish to create the impression that the improvement that would be effected would not be worth the enormous cost that the widening would involve.

The cost of the whole proceeding is, of course, very difficult to estimate at this stage, but it has been placed by prominent citizens at between $250,000 and $500,000, the mayor mentioning the former figure, while another very prominent citizen mentioned the latter. If adopted, the widening would involve the moving or the total destruction of the large square tower on the Stone church, and it is a question whether or not it would not render the church's present location too small for the needs of the congregation. As it is, great difficulty is encountered at times in the church for lack of more room, and only the large cost of any more land for an addition has prevented the acquisition of enough new property by the church corporation to provide for the needs of the natural growth of the congregation. It is entirely possible that if 16 feet were taken from the front of the church that the members would consider it best to sell their property on Purchase street and to build another church in another locality.

The central engine house property would not be affected at all, and it is the only piece of property in the whole strip that would not be damaged by the street widening.

The old Coffin building, owned by the Merchants bank, would of course have to have 16 feet cut off the front of it, the first extensive alteration since the building was built about the middle of the last century, after the old Congregational church, which first owned the site, was torn down. It is probable that the loss of 16 feet would seriously cramp the store which now occupies the property.

The Merchants bank building is perhaps the biggest obstacle in the way of the plan, and the damages here would amount to a great deal more than the $17,000 which the bank asked for the land in the beginning. The bank at the present time is contemplating some alterations and additions to their banking facilities, and in view of this agitation may decide, if the street is widened, to fit up the front part of the building for a store, and to utilize the west end of the ground floor and the basement for banking purposes. It is known that there are a number of out of town concerns who would like very much to get the corner which the bank now occupies, and would be willing to pay a very good rent for it. As it is generally admitted that a bank does not require a prominent corner, the stockholders of the corporation may decide to let the valuable corner property for the sake of the rent that it would bring, and to have the bank face upon William street, just west of the corner, where the Hallet and Davis piano store is at present.

There are two ways in which the sixteen feet could be taken from the bank building, one of which would be to tear out the Purchase street front of the building, and to build a new one sixteen feet further back, while the other and probably the cheaper way would be to cut sixteen feet from the west end of the building, and to move the whole structure back the required distance. The biggest problem in either case to be encountered would be the large and enormously heavy safe, and upon the location and construction of this would probably depend the final decision as to which method would be adopted.

The Cummings building, being an old structure anyhow, which since its erection in 1851, has had little or nothing done to it in the way of repairs, would have a large slice taken from its Purchase street front, and in all probability would be altered at the same time into a more modern building. The Mechanics bank, which occupies its ground flour on the east end at present would have the greater part of its front room taken, and possibly would be forced to seek another location.

The widening would take from the J. V. Spare store a little over half the space that was recently added in the rear, and might necessitate the building of another story to the building to accomodate the store. This building, too has stood almost in its present state, ever since it was constructed in 1855, on the old "fountain lot," so called from the small pool and waterfall that used to be located on the west end of the lot, and used to serve as a watering place for horses and cattle in the early days of the city. George Tappan, the father of Mrs. W. W. Crapo, was the owner and builder of the present Spare building, which used to be called "China Hall," and the property is still a part of the Tappan estate.

The Five Cent Savings Bank building would lose 16 feet from its front end, but this would not render it in any way useless for its present purposes, and the damage done here would probably be not as great as that done in some other instances.

South of Sears court the buildings fronting on Purchase street are of such a character that they are of themselves of little value. This section, with that directly across the street, has been remarked upon by out-of-town people repeatedly as being hopelessly out of date and unworthy of the business centre of New Bedford, and it is quite likely that the widening of the street, and the taking of 16 feet from the front of those upon the west side would result in some more modern structures being built there. The property upon the southwest corner of Sears court is assessed to Maria T. Upjohn, and extends for some distance up the court, and south in the rear of the land belonging to the W. H. A. Tobey estate.

The property to the south of the Upjohn land on the Purchase street frontage is assessed to the W. H. A. Tobey estate, and is controlled by the Tobey heirs. The title to this property has always been a source of great interest among conveyancers, and is a frequent topic of speculation. It is one of the few pieces of property in the business section of the city to which the title cannot be readily traced.

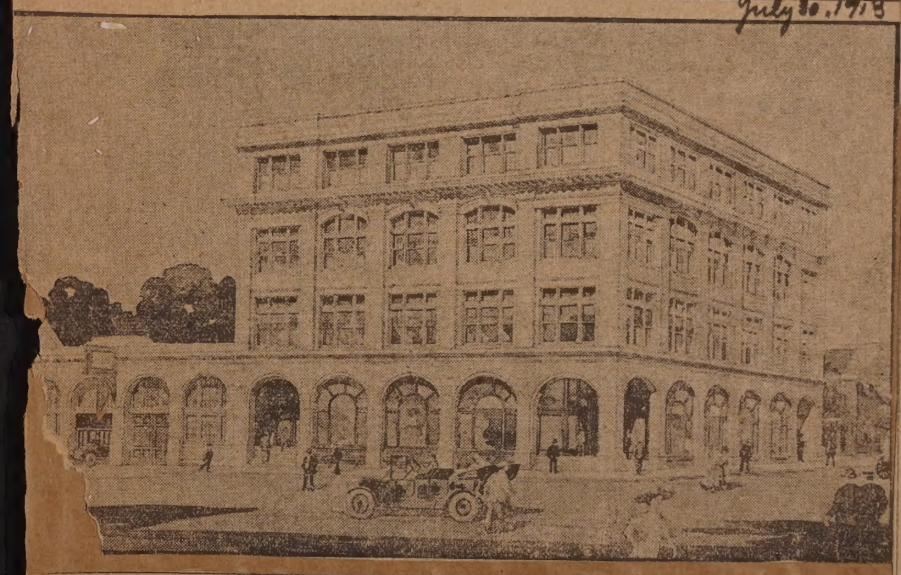
UABLE PROPERTY BOUGHT BY OUT OF TOWN PARTIES

E REAL PROPERTY ON THE NORTHEAST CORNER OF PURCHASE AND UNION STREETS.

A TWO STORY COLONIAL TYPE

GAS AND EDISON LIGHTING CO. NEW BUILDING.

July 30, 1918



DEATH

Henry F. G. Waters.

Henry Fitz Gilbert Waters, one of the best known genalogists of the country, and the first to trace the ancestry of George Washington and that of John Harvard, died yesterday from heart disease at the Salem Hospital, at the age of 80.

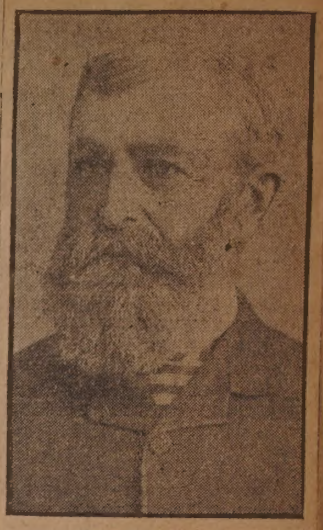
He was born in Salem, March 29, 1833, and graduated from Harvard with the class of 1855. From 1855 to 1859 he taught school in Salem, and then served for several years on the Salem school committee. In 1883 he commenced his genalogical research. He spent 17 years in London scanning ancient records and documents for the origin of the first families to settle in America.

He won the grattitude of Harvard men by showing that John Harvard, founder of the university which bears his name, was born in Stratford-on-Avon, likewise the home of Shakespeare. In a little house owned by John Harvard's mother. He also traced the ancestry of Harvard and brought recognition of his work. Harvard University conferred upon him the degree of A.M. in 1886. Waters also traced the origin of the families of George Washington, Roger Williams and others. He never allowed a genealogical record to pass his hands until convinced that it was thoroughly compiled and the existing records would allow, and he was regarded as one of the foremost authorities on his work in the country.

As a member of the Essex Institute he won a high reputation as an antiquarian in Essex county history. He was also a member of the Massachusetts Historical Society, New England Historical Genealogical Society, American Peace Society, American Free Trade League and Anti-Imperialist League. He was a civil war veteran, having enlisted as a private at the beginning of the war in company F, 23d Massachusetts regiment. He never married and leaves a brother, Charles H. Waters, and several cousins.

Naval Veteran 77 Years Old Today.

Sept 13 1913

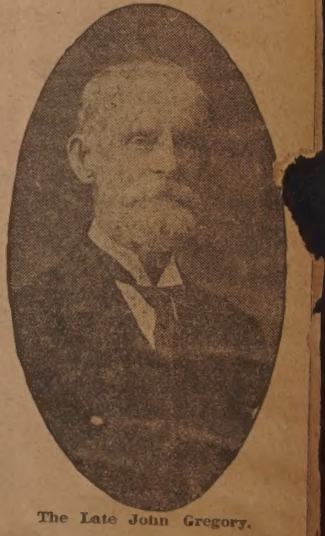


Joseph Chase, Jr.

Joseph Chase, Jr., a veteran of the Civil war, is 77 years old today, and a man well preserved for one born Sept. 13, 1836. Mr. Chase was born in Boston, but when he was six months old removed to this city with his parents, the place of their birth. He attended the public schools here until 16 years of age, when he went to learn the carpenter's trade with Timothy D. Cook & Co., spending five years with them. He afterwards went to sea on a whaling vessel and followed this occupation until 1864, when he entered the United States navy, serving until the close of the war. He afterwards returned to his trade and worked at that until a few years ago, when he retired. Mr. Chase worked in the first cotton mill in New Bedford at the foot of Hillman street.

Native of England, Lived Here 35 Years.

Sept 12 1918



The Late John Gregory.

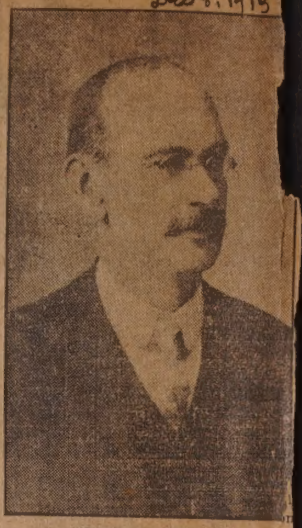
John Gregory, who died at the residence of his daughter, Mrs. James W. Turner, 15 Marvin street, Tuesday night, was born in Leigh, England, Dec. 13, 1842, but had lived in this city for the last 30 years.

PROPERTY ON EAST SIDE OF PURCHASE STREET, AT NORTH CORNER OF UNION, LEASED FOR 75 YEARS

Sept 30, 1913

BENJAMIN WILCOX FIFTY-FOUR TODAY

Dec 8, 1913



Benjamin Wilcox.

Benjamin Wilcox, one of the known mill men of the city, for years, is 54 years old today. Mr. Wilcox made a reputation as a mill manager when he was treasurer of the City Manufacturing Corporation, which [illegible] eting. [illegible] ed and

BEST SEASON YET.

CLOSE OF NEW YORK-NEW BEDFORD BOAT SERVICE.

Steamer New Hampshire Will Go to New York-New London Line—Maine to Remain as a Freighter for a Time.

Sept 30, 1913

The departure of the New Hampshire for New London at 7 45 o'clock this morning marked the conclusion of the most successful season of passenger travel between New Bedford and New York that the New England Navigation company has so far enjoyed, according to a statement made by E. S. Judd, its New Bedford agent, to The Standard.

MOVEMENT TO MAKE WELD STREET STATION A STOPPING PLACE FOR ALL TRAINS.

Sept 30, 1913

THE WELD STREET STOPPING PLACE

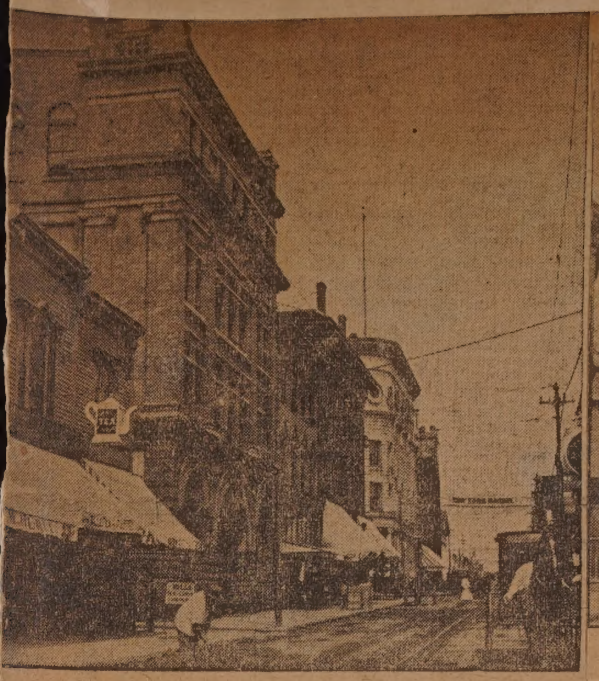
PASTOR HERE IS IN PROVIDENCE.

Nov 1, 1913

ate C. Herbert Yearwood.

Hubert Yearwood at one
r of the Bethel A. M. E.
this city, and more recently
Bel A. M. E. church of Prov-
d at his late home in that
esday, at the age of 35
funeral services were held
Providence church this

rwood was a student for
years at the Yale Divinity
rom which he received the
A. M. and B. D. in 1911. He
ative of Georgetown, British
where he attended Queens
and worked as a school
te, also studied at the
nary there, where he



Purchase Street Today, Looking North From Near Sears Court.

Mch 30. 1913

FOURTH STREET M. E. CHURCH.

n 1771 the land, which was then vacant lot several blocks removed m the centre of the town, was pur-ased by George East, a builder, d one year late passed into the nds of a certain Robert Bentley, o was the captain of a trading ooner which plied up and down Atlantic coast, and occasionally de trips across the Atlantic. Bent- became financially embarrassed rtly before the Revolutionary war, borrowed considerable money, gave a mortgage on the property certain J. and R. Silkridge, two glishmen, and to a James Ander- of Boston. His difficulties in-ased until one piece of the prop-, thought to be at the north end the strip, was seized for debt by Anderson, while another piece, ught to be at the south end, was ed by the Silkridge brothers, who d in England. The Silkridge rtgage, however, so far as can be rtained, still operated over the ainder of the property.

o still further complicate matters, Silkridges themselves failed, and heir property passed into the ds of receivers, but so far as can ound out, their land in this cit forgotten. Then, to cap th ax, Bentley disappeared entirel has never been heard from sinc ugh before he went he left mission to W. H. A. Tobey to look for his land, and is reported to e left Mr. Tobey a power of at-ney.

n 1803 William Tobey bought the lerson end of the property from ge Edward Pope, who had ac-ed it from Mr. Anderson, and equently Mr. Tobey assumed the ership of the entire strip, and a house upon the southern end t, on the site now occupied by ton's drug store. The Tobey ily have always been regarded e that time as the owners of the erty, and no heirs of either Bent- the Silkridge interests, have come forward to claim any ship. The undisputed con- the land and claim of owner-for the last 100 years itself

es a title of a sort. Whatever claims the Tobey family have e ownership of the southern of the strip has never been ged by them. They have al-collected the rents on the prop-and have given the leases to the nt tenants, but the land has been mortgaged since Captain ey placed the mortgage upon

strip is only 35.7 feet deep, sixteen feet are taken from it be almost useless for any pur-nless incorporated with the ad-g land. The Tobey family have been assessed for the property, ave paid taxes for over one hun-years, and would probably be ust recipients of whatever es should be awarded on the connection with the widening street. The developments ould come out of any agitation ownership, however, are beyond re, although it is possible that street should be widened it esult in some new facts re-the ownership being brought r in connection with a possi-

Purchase Street, Looking North from Union, in 1849, When It Might Have Been Widened at Compa ratively Small Expense.

ble sale of the entire strip, or in the adjustment of the damages. Only short term leases are being given at present on the property and this has perhaps been a factor in retarding the erection of more modern buildings upon it.

It would be within the province of the city to seize any or all of this property for the purpose of civic improvements, such as the widening of the street, provided, however, that just damages be awarded. The cost of the widening would not all have to be borne by the municipality, as the city would have a right to assess as high as 50 per cent of the cost upon the abutters under the betterment act, and by the same authority could assess 25 per cent of the cost upon the street railway. This would leave only a quarter of the cost to be born by the city, but it is probable that not more than half of the cost would be incorporated in the assessment proceedings, and that at least one half of the cost would be voted out of the municipal treasury.

Whatever the cost, it is an undoubted fact that it will increase as time goes on, and the mayor at least thinks that "it should be done now or never," and for that reason he is ready to give the project his strongest support.

Jan 14. 1913

CITY EMPLOYE'S UNION HEADQUARTERS.

Former A. M. E. Zion Church on Elm street, west of Cottage, to be remodeled as headquarters of the union.

FR. MATHEW'S VISIT TO NEW BEDFORD

Administered Pledge to Some 500 Men at Old St. Mary's Church in 1849—Famous Apostle of Temperance Honored by City Officials and Prominent Citizens.

Sunday Feb. 4, 1912

THE PLEDGE GIVEN TO JOHN McCULLOUGH.

Among the treasured possessions in the possession of the family of John McCullough is a total abstinence pledge issued by Rev. Fr. Theobald Mathew to John McCullough, the father of the present John McCullough. This pledge card states that "John McCullough has taken the Total Abstinence Pledge this twenty seventh day of September, 1849," and is signed Theobald Mathew, president. The number of this pledge is 5,147,-217, which shows that Father Mathew met with remarkable success in his temperance campaign. At the top of the card is printed, "The very Rev. Theobald Mathew commenced his labors in the cause of temperance by the establishment of the Irish Total Abstinence society on the 10th of April, 1838." On the left of the pledge is represented the bottle and serpent below which is portrayed the typical home of one who uses the bottle too frequently. To balance this, on the other slue, is a beehive to represent thrift and underneath this is a picture of an ideal home.

This pledge was signed in St. Mary's church, now Crowell's picture frame store, on Fifth street, corner of School, upon Father Mathew's visit to this city in September, 1849. While in New Bedford Father Mathew stayed at the Mansion house. In the morning of September 26 the streets around this hotel were filled with people eager to see Father Mathew, who spoke a few words to them from the hotel balcony. At 9 a. m., a procession in front of city hall formed to escort the visiting priest, Mayor Howland, James B. Congdon, Esq., and Alderman Grant of Boston, to Liberty hall. The exercises in the hall opened by the mayor's introducing Father Mathew, to the audience.

James B. Congdon delivered the speech of welcome to Father Mathew which was published in the local paper of September 27 as follows:

"Reverend and Honored Sir:

"The word of welcome has been spoken. The chief magistrate of our city has given you in words the greeting which the hearts of our whole population had already uttered. It was from the citizens that this invitation came which has brought you to this city, and in the name of our citizens has he who occupies the post of honor among us, bid you welcome.

"In the name of the friends of temperance of New Bedford and vicinity, I reiterate the greeting, and as their humble but honored instrument I extend to you the salutations of grateful and admiring hearts. You are surrounded, sir, by those to whom your name has long been familiar, who have learned to honor and to love you for your lifelong devotion to the cause of humanity, and their hearts are gladdened that they are allowed to behold the man whose deeds of mercy have made his name dear to everyone capable of appreciating that heroic constancy and all-absorbing benevolence which have given you potency and success in the mission of philanthopy which Providence has assigned you.

"We are assembled today to do honor to the Apostle of Temperance. We give our homage because our hearts love truth and instinctively reverence its true hearted advocates. You have come among us at an auspicious moment. Many a thoughtful spirit and many a feeling heart are at this time deeply engaged in contemplating the fearful ravages which strong drink is making among us, and in devising new and more energetic methods of action to arrest the widespread and ruinous evil.

"May the true hearted gather fresh courage from your inspiring presence. May the timid be made strong, may the doubtful cease to hesitate, may the overzealous learn the power of a spirit of love and of a sound mind, and may all who would engage in the work of preserving the innocent or rescuing the fallen, gather strength and wisdom from the example of him who has come among us with the trophies of a thousand victories in his train. May your visit to our city be blessed and may it long be remembered as the era when all strife and contention were at an end and all who were truly devoted to the cause of temperance, with one heart and one mind, went forth to the conflict."

Following Mr. Congdon's address, Father Mathew told the audience in a few words what he was doing and how the people could help him. He was greeted with great applause which lasted for several minutes. Short addresses were given by Alderman Grant, Mr. G. W. Bungay, W. A. White, Esq., and the Rev. Mr. Holmes. James B. Congdon closed the meeting by thanking all present for attending.

The Late John McCullough.

The paper of September 28, 1849 said, "The Catholic church on Fifth street was thronged by persons eager to welcome Father Mathew personally. It is said that he administered the pledge to about five hundred persons." This shows that this temperance plan met with great approval in New Bedford. The church, St. Mary's, was then in charge of Rev. Father McNulty.

September 28 Father Mathew left this city to go to Taunton. On his departure he sent a letter to Mayor Howland which read as follows:

His Honor the Mayor of New Bedford.

My dear sir:

In leaving your beautiful and hospitable city, permit me to return my most grateful thanks to you, honorable sir, to the municipal authorities and to the citizens of New Bedford, for the true brotherly welcome which I have received at their hands.

To my esteemed friends the chairman of the committee and to Mr. Ingdon I feel more than grateful. I cannot omit congratulating your on the discipline and highly creditable appearance of the pupils of the public schools, assembled to give me welcome. Your educational establishments and charitable institutions are worthy of that high character which has obtained for the State of Massachusetts an European celebrity.

Deeply regretting that my numerous engagements will not admit of my protracting a sojourn rendered so delightfully agreeable. I have the honor to be, dear Mr. Mayor,

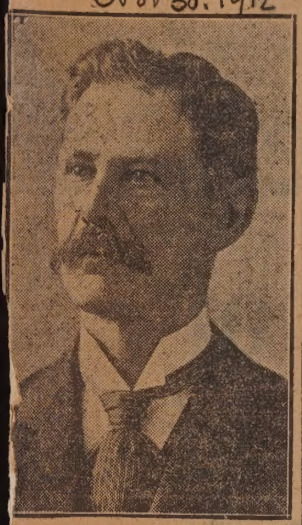
Your devoted and obliged friend,

Theobald Mathew.

[illegible]th September, 1849.

Retires After Active Business of 47 Years.

Nov 30, 1912



George N. Alden.

BUYS ALDEN AGENCY.

PAUL & DIXON FURTHER EXPAND THEIR BUSINESS.

Will Have Largest Agency in State Outside of Boston—George N. Alden Retires Today After 47 Years in Active Business in This City.

With the close of business today, the firm of Paul & Dixon, insurance agents, will come into possession of the business of the George N. Alden agency, the sale of the latter having been consummated, and the consolidation will make the firm of Paul & Dixon the largest insurance agency in Massachusetts outside of Boston. All of the companies which the Alden agency represents have transferred their agency to the firm of Paul & Dixon and the businesses of the two concerns will be carried on at the present rooms of the Paul & Dixon agency.

The acquisition of the Alden business today marks another step in the extension of the business of Paul & Dixon which during the past five years has been the most rapid of any agency in the state outside of Boston and which has established a record for growth equalled by few firms engaged in the same line of business in this section of New England. This constant expansion has given the firm nothing to be proud of, and gives New Bedford something to be proud of in that it brings to the city a prominence in the insurance world that will be state-wide.

Mr. Paul, the senior member of the firm, has been engaged in the insurance business in this city for approximately 30 years, starting in as clerk in the offices of Hiram Van Campen & Co. In 1904 Mr. Paul assumed the business of this firm in his own name and four years later, on February 1, 1308, the firm of Paul, Dixon & Cook was formed and the business of Samuel H. Cook was purchased, the firm then consisting of John Paul, Henry H. Dixon and Otis P. Cook. On June 1, 1902, the firm bought out the large business of Rotch & Potter and combined this with the business which they then conducted. A short time ago, the firm was re-organized under the name of Paul & Dixon and today, the purchase of the Alden agency was effected, marking another forward step in the progress of the firm.

The Alden Agency.

George N. Alden, the head of the Alden agency, is one of the veteran insurance men of New Bedford, and with the transfer of his business to Paul and Dixon this noon, he retires from active work. It was 47 years ago when Mr. Alden first secured employment in the office of Joseph S. Tillinghast, this being September 1, 1865. The Tillinghast agency was established in 1835 and had offices in the old stone building on Water street, now occupied by Charles O. Brightman. Mr. Alden continued as a clerk until February 1, 1876, when, with Joseph Tillinghhast, a son of J. S. Tillinghast, he purchased the business and conducted it under the firm name of Tillinghast and Alden. In September, 1889, Mr. Tillinghast died, and Mr. Alden since October 1, 1889, has conducted the business under his own name. Since November 1, 1895, Mr. Alden has had offices in the Merchants Bank building, and his agency was one of the oldest and best known in New Bedford.

On February 1, 1876, Mr. Alden was elected secretary and treasurer of the Bristol County Mutual Fire Insurance company, which continued in business until October 1909. At that time the company ceased business and Mr. Alden insured the clients in other agencies.

Nov 10, 1913

W. R. HOXIE TO RETIRE.

Has Been in Newspaper and Periodical Business Nearly 20 Years.

After having been in the newspaper and novelty business for a period well up to 18 or 19 years, with a store in Washington square and afterwards on

William R. Hoxie.

Allen street, William R. Hoxie has announced his retirement from business. Mr. Hoxie has purchased a farm and will make his home there.

During his entire business life, Mr. Hoxie has handled The Standard., beginning over 30 years ago when, as a boy, he carried a route of papers. Today some of the customers he had then are taking the papers from boys whom he supplies.

Nov 29, 1912

President Elect Has a Warm Friend Here.

Miss Lilly F. Darcy.

LIMERICKS FOR WILSON.

PRESIDENT-ELECT THANKS NEW BEDFORD GIRL FOR LETTER.

Miss Lilly F. Darcy Treasures a Personal Note from Future Occupant of the White House—Was Warm Partisan of Democratic Leader.

Miss Lilly F. Darcy, the assistant clerk of committees, is in receipt of a personal letter from President-elect Woodrow Wilson. The letter is in reply to a letter written by Miss Darcy congratulating Mr. Wilson on his victory, and enclosing three verses of a limerick, two of which were written by her. Miss Darcy throughout the presidential campaign was a hot partisan of Mr. Wilson, and in writing to her the president-elect thanks her for her interest in a very graceful letter, which Miss Darcy is saving as a souvenir.

Miss Darcy's letter and its reply are as follows:

Nov. 11, 1912.

Honorable Woodrow Wilson, President-elect of the United States, Princeton, N. J.:

Honored Sir:

I trust you will not consider me presumptuous in thus addressing you, but, in my feeble, feminine way, I wanted you to know how sincerely I advocated your election in the heart of the Republican district. During your campaign I took from a magazine a picture of your honor, with a limerick, credited to you; and to which I had the audacity to add two other verses, as follows:

By your leave, the first verse is your "favorite limerick" as found in Current Literature:

"For beauty I am not a star,
There are others more handsome by far;
But my face, I don't mind it;
For I am behind it;
It's the others in front that I jar."

* * *

Although he is behind his face,
It does not spoil his view;
And when the race is over,
He'll lead Taft and Teddy too.

The race being over, Wilson wins,
Now a Democratic era begins,
E'en though Republicans, rest content,
We'll be loyal to our President.

Wishing you a happy, successful and glorious future,

Very sincerely,

Lilly F. Darcy.

Mr. Wilson's reply follows:

Nov. 16, 1912.

Dear Miss Darcy:

Allow me to thank you most warmly for your kind letter of congratulation. I appreciate it very much indeed. It is very delightful to have friends think of me in this way, and I hope that their confidence in me will not be disappointed. Your limerick interested me very much.

Sincerely yours,

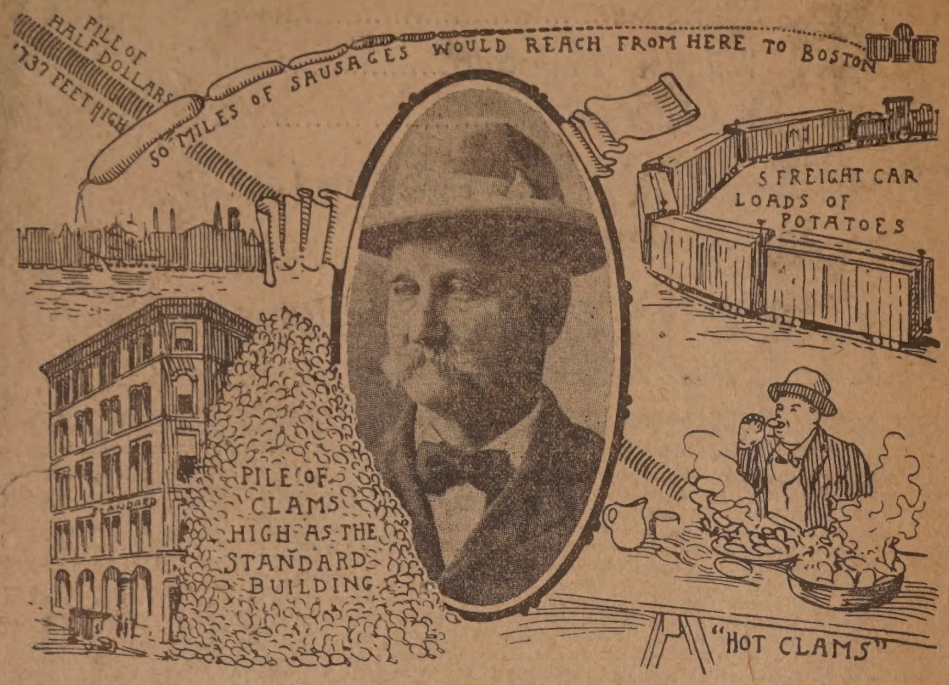
Woodrow Wilson.

38

HOT CLAMS AND FIXIN'S FOR 250,000.

Abraham D. Perry, Just Retired After 28 Years in the Clambake Business, Estimates He Has Fed That Number—Sausages Consumed Would Reach from Here to Boston.

Nov. 1911


PILE OF HALF DOLLARS 737 FEET HIGH
50 MILES OF SAUSAGES WOULD REACH FROM HERE TO BOSTON
5 FREIGHT CAR LOADS OF POTATOES
PILE OF CLAMS HIGH AS THE STANDARD BUILDING
"HOT CLAMS"

After having catered to the clam appetites of New Bedford's public for the past 28 years, during which time he has served at least 250,000 people, Abraham D. Perry of Perry's grove has retired from the business of making and serving bakes and from now on will live on the competence which he has acquired during the past quarter of a century. Mr Perry served his last clambake on the eighth of October. When the last person had been fed, Mr. Perry took off his white apron and wiping his hands with it announced with characteristic laconicism that he had served his last bake and that from henceforth on somebody else would have charge of Perry's grove. The business was subsequently taken by T. W. Whitfield, who will conduct it in the future.

Mr. Perry is now 76 years of age. When he retired from the sea about 36 years ago he tried farming on the hill side farm, which was a part of his patrimony. He found the soil there far too lean to depend wholly on it for his sustenance.

One day Mr. Perry had visitors at the farm. Part of the program included a clambake which Mr. Perry had made. When the guests' appetites had been appeased one of them turned to Mr. Perry and said, "Abe, if you can make a bake like that everytime why don't you go into the business right over there," pointing to a pine grove on the opposite side of the road to Mr. Perry's house. He fell in with the plan and from the time that the first bake was served, Mr. Perry was on the road to fortune.

Though the man whose suggestion prompted Mr. Perry to engage in the business of making and serving bakes has been dead for sometime he never knew that the bake which he partookof at Mr. Perry's house was the first one Mr. Perry had ever made. "I never had any experience before that one time," said Mr. Perry in speaking of his experiences a few days ago. "I think that good bake makers must be born and not made. Otherwise I think that I was mighty lucky."

In the past 28 years Mr. Prery has missed but three bakes at the grove. Several years ago for a week or two Mr. Perry was confined to his home with a severe illness and instinctively those at the bake missed his master hand in their preparation. At every other bake Mr. Perry has personally given his attention to the making of the bake and to the serving of the guests.

In the years that Mr. Perry has made clambakes a mountain of food has been served at Perry's grove. In that time his patrons have devoured enough sausages to reach from here to Boston if they were linked together. In the same time about five freight car loads of potatoes and about 15,000 bushels of clams, or in all about 25 freight car loads have been eaten. If one man digging five bushels of clams a day and working six days a week had undertaken to dig this 15,000 bushels he would have worked about ten years before he completed the task.

The clambake business has been vastly profitable for Mr. Perry. He has always charged 50 cents a person at his bakes, regardless of what others have asked. If all of the half dollars that he has collected at Perry's grove were placed one above the other they would form a cylinder about a quarter of a mile in height. These comparative figures give a slight idea of what Mr. Perry has done in the 28 years that he has been in the business. He has not always served clambakes. He entered it when he was nearly 50 years of age, soon after he had retired from the merchant service.

During the early years of his life Mr. Perry sailed in a number of fine merchant vessels. Among these was the Sea Nymph, one of the largest merchantmen that ever sailed from this port. He went four voyages in this ship and then sailed as first mate on the Annie Hewett. Later he was master of the ship Gladiator.

At the age of 48 he retired from the sea and went to live on the farm where he was born and where he lives now. He was left on the farm at the death of his parents Samuel and Freelove Perry. When the farm did not yield as much as Mr. Perry needed he commenced serving clambakes. After a few years he purchased an additional tract of 15 acres and on these two farms he has raised all of his vegetables for his bakes as well as some that he has sold in the market.

RETIRES ON PENSION.

PROBATION OFFICER JOHN M. LEONARD LEAVES OFFICE.

Had Served Second District Court in Fall River for Nearly 20 Years—Retires on Half Pay, Which Is $750 a Year.

(Special to The Standard.)

Fall River, March 10.—John M. Leonard, probation officer of the second district court for twenty years, was retired on a pension of half pay, or $750, by the county commissioners at their meeting in Taunton today. Disability, defined as defective hearing, was the basis of the application and the petition presented by Chairman Frank M. Chace contained a certificate issued by a local physician.

John M. Leonard. Mar 1911

Judge Edward P. Hanify was notified of the retirement, but he has not indicated his choice of a successor. It is announced that he will make an appointment from the bench tomorrow morning.

On May 31 Mr. Leonard would complete 20 years in the position of probation officer. He was appointed to the position by the late Judge John J. Mc Dermott upon the retirement of

G. A. R. Men Still Admire Custer.

Gen. George Armstrong Custer, Killed at Little Big Horn June 25, 1876

RECALLS CUSTER.

DR. W. J. NICKERSON PICTURES DASHING INDIAN FIGHTER

Who Lost His Life at the Battle of the Little Big Horn Thirty-seven Years Ago Today—New Bedford Man Saw Border Service.

Thirty-seven years ago today, June 25, 1876, General George Armstrong Custer and his little band of about three hundred men were killed by the Sioux in a desperate battle at Little Big Horn. Previous to this in the Civil war, General Custer had become the darling of the Union army with his dashing horsemanship, magnetic qualities and bravery, and it was in the Civil war that Dr. William J. Nickerson of this city came to know him. Dr. Nickerson's impressions of Custer, the handsome and gallant soldier, riding pell-mell through the camps amid the almost worshipping gaze of the soldiers are very vivid.

"General Custer," said Dr. Nickerson the other day, "was the handsomest man one would want to see. Tall and erect with his long yellow hair flowing from beneath his military hat down about his shoulders, he was the picture of a perfect cavalry officer. I did not know him at all well but remember that he was a very genial man with whom to converse. He seemed so enthusiastic about everything. I guess he was to our army much what 'Jeb' Stuart was to the Confederates. The last time I saw him was at the final review of the Union army in Washington at the close of the war, the admired of all as he rode by."

Dr. Nickerson, though not with Custer in the north after the war, had no little experience fighting Indians in New Mexico after the close of the Civil war. "The Indians," he said, "were not half as much of a problem as the renegade whites and the cattle rustlers. I saw two raids of the famous Geronimo but for actual fighting they couldn't compare with some of the times I hunted cattle rustlers as a member of a vigilance committee. You see the Indians were really cowards. They never really have dared to attack after if they had not outnumbered them four to one. Their raids never approach the towns in force could be gathered to them, but every now and then we would see the smoke of burning buildings out on the ranches and then we would know that old Geronimo and his bands were on the rampage. They finally drove him down into Old Mexico where he surrendered to the government."

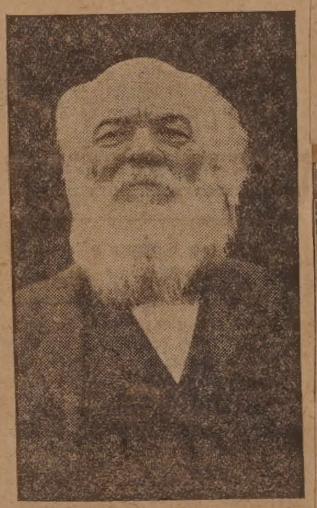
Dr. Nickerson tells stirring border tales of the fights of the vigilantes against cattle rustlers and desperadoes who stood up in the foot hills and did battle with the different posses with whom he went in their pursuit, but has rather a contempt for Lo, the poor Indian as an arrant coward. "If Custer had only had a few more men," and he smiles reflectively. The old army admiration for the gallant Custer is still strong with the old G. A. R. men who knew him.

Mch. 1914

Elton S. Wilde.

To Be President of the Board of Trade.

Went Whaling in 1846, Who Can Beat That?



Henry Parry.

Henry Parry, of Lakeville, comes forward with the claim that, while there may be older whalemen living in this vicinity, there are none now living who went to sea any earlier than he did. As proof, he produces papers showing that he went to sea first on October 10th, 1846, when he was in his sixteenth year, as a cabin boy on the Courier, sailing from Randall's island, now called Fish island. He was absent nearly four years, returning to New Bedford Aug. 6th, 1850. On his first voyage he rounded Cape Horn, and spent the greater part of the time in the vicinity of Gallapagos island, just south of the equator and off the coast of Peru. Mr. Parry is now living on a farm near Lakeville, and is the father of Arthur J. Parry, the president of the New Bedford local of the American Federation of Musicians. He is hale and hearty, and bears his 82 years lightly.

Has Served 20 Years in Police Department.

July 1918

Lieutenant Willis C. Underwood.

APPOINTED AUG. 1, 1913.

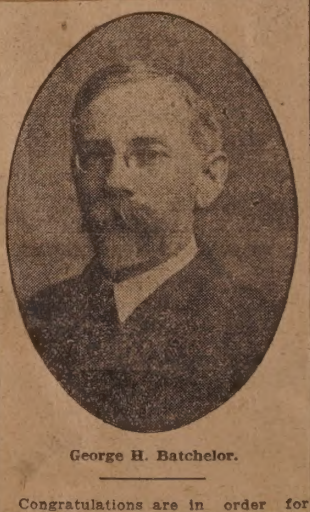
Lieutenant Underwood Completes 20 Years' Service Tomorrow.

When Lieutenant Willis C. Underwood of the second police station returns to his home at 167 Pleasant street Friday morning after completing his night duty at the south end he will have rounded out 20 years of service in the police department.

He was appointed patrolman August 1, 1893, under the administration of the late Jethro C. Brock, and during the first few months covered different south end beats on the night relief.

In June, 1894, he was assigned to day duty on the "Marsh" beat, that section lying in the vicinity of Cannon, Howland and Water streets. He was appointed sergeant June 29, 1897, by Mayor Ashley, and April 1, 1912, was appointed lieutenant by Mayor Ashley.

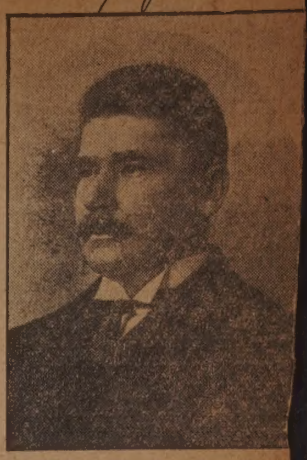
He has always lived at the old homestead at 167 Pleasant street. Previous to receiving his appointment, Lieutenant Underwood was employed as chief engineer of the New Bedford Gas & Edison Light company.



George H. Batchelor.

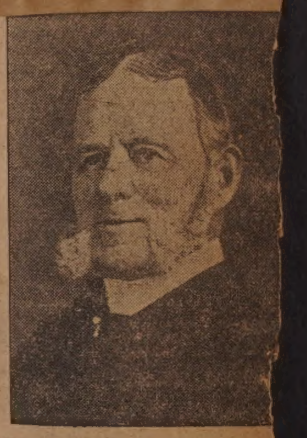
Congratulations are in order for George H. Batchelor, treasurer of the Institution for Savings, for today is his 58th birthday. Mr. Batchelor was born in this city August 13, 1855, and was educated in the public schools of this city, graduating from the High school in 1871. He obtained employment in the Institution for Savings in 1873 and in 1904 succeeded Charles H. Peirce as treasurer. At one time Mr. Batchelor served as a member of the school committee.

July 11



Walter H. B. Remington.

Just 48 years ago today Walter B. Remington was born in this city. He received his education in the public schools of this city and graduated from the high school in the year 1884. Soon after graduation he took up newspaper work and was connected with the New Bedford Morning Mercury for many years, leaving to become city messenger and clerk of committees. A few years ago he was elected city clerk to fill the place made vacant by the death of Daniel W. Leonard. Besides holding office in the city, Mr. Remington has been connected from time to time with the board of trade, having been secretary for many years, and with the honorary members of the city guards, of which organization he was also secretary for several years.



Job C. Tripp.

There is probably no better known citizen of Fairhaven than Job C. Tripp, who today quietly celebrates his 84th birthday and in spite of advancing years, is able to run down the street with almost the same agility as those of 60 less years.

Mr. Tripp was held high in the esteem of the late Henry H. Rogers, the former was born and brought up in the town and was regarded as one of its staunchest citizens. He is a graduate of the Bridgewater normal school class of 1847 and upon graduating to Fairhaven became a storekeeper and then confidential clerk, both extending over a period of seven years. In 1854 he became a whaling agent, which office he held for years. Mr. Tripp held many prominent offices in Fairhaven and has for years, including a member of the school committee and board of assessors, over 40 years as a member of town meetings, over 50 years superintendent of Unitarian Sunday school, 20 years as president of the Channing conference and 23 years president or secretary of the Fairhaven Improvement society. He was one of the organizers of the Y. M. C. A. organization.

THE STANDARD HONORS FIREMEN WITH THE BIGGEST FLAG

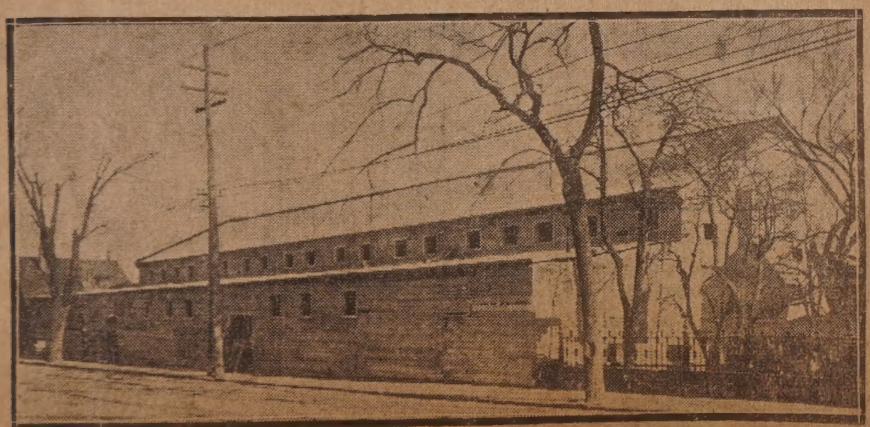
Sept 1918

The mammoth flag which decorates the front of the Standard building in honor of the firemen's convention is the largest flag in the city, measuring 25 feet by 40 feet. It was necessary to hang the bunting from the cornice of the roof in order to prevent its becoming entangled in the electric sign on the front of the building. The flag is of heavy bunting, and the stripes of red and white measure nearly two feet across, while the big field of blue contains forty-eight stars.

DOUBLE ALARM FOR FIRE IN CENTRE. DAMAGE TO RINK, BARNS AND HOUSES

Oct 8. 1918

Flames Originated in Stable of Benjamin Watkins and Communicated to Surrounding Buildings—Property Damage Estimated at $7,000—Horse Caught in the Flames—James Jasper Arrested for Having Knowledge of Fire.



ELM RINK.

39

NEW LUNCH SCHEME FOR MILL OPERATIVES.

The upper picture shows the interior of the cook house at the Gosnold mill, where dinners are prepared, packed in dinner pails and sold to the operatives. Below are the two in charge of the cook house. At the left, Mrs. Gertrude Murray, cook; at the right, Mrs. George Colburn, assistant.

MEALS FOR OPERATIVES.

PLAN BEING TRIED BY THE GOSNOLD MILL.

Substantial Food for Mill Workers at Noon Supplied for Fifteen Cents a Person—Well Patronized the First Week.

Successful from a point of patronage if not from a standpoint of finance, the new cook house of the Gosnold mill recently opened, was the inauguration of a system in this city that spells convenience for the mill operatives. The first day the attendance was about 90, but this has increased daily until last week it was estimated that the total for the week had reached nearly 500. The cook house, where operatives are supplied with full dinner pails at the moderate price of 15 cents each, is in charge of Mrs. Gertrude Murray of Fairhaven, who was at one time cook at the Fairhaven High school refectory. Although footing all the bills of the innovation, the mill management has placed all responsibility on the shoulders of Mrs. Murray.

While it was expected that the operatives would take advantage of a hot dinner without necessitating a walk home at noon, the patrons came in such numbers that both doors were locked. Mrs. George Colburn and two boys were secured as assistants and crowds gathered around the windows, through which the dinner pails were handed.

The women begin at 10 o'clock to prepare the meals for the noon hour, for aside from filling dinner pails, heaps of sandwiches are made and placed on sale. From the overseers of their respective departments, the operatives secure tickets, allowing the holder to five meals for 75 cents. The cook house although small, is equipped with gas, well ventilated and fairly well lighted. Numbered pigeon holes have been built in the counter, and these numbers correspond with numbers attached to the dinner pails and to the tickets held by the operative. It is therefore easy for the assistants to immediately hand out the pail and punch the ticket.

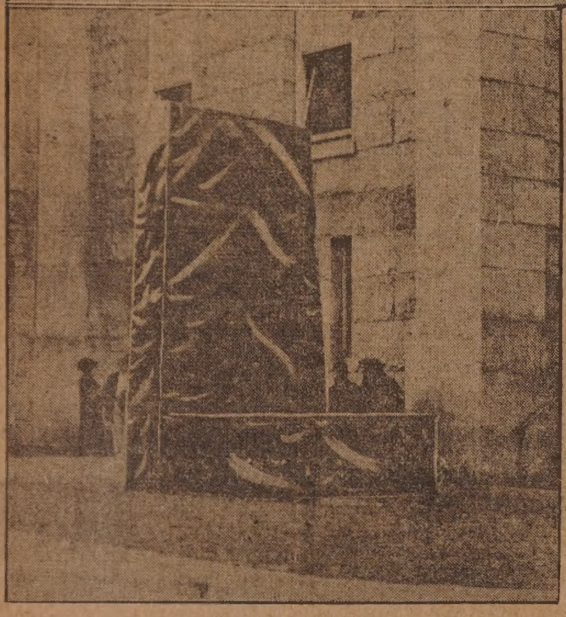
According to Mrs. Murray, a diffent dish is served each day, hamburg steak, cod fish and potatoes or stew with numerous other substantial meals. Coffee and cake are then added and the pail placed in the pigeon hole. The food is secured at wholesale prices, but the margin of profit is so small, if any at all, that the financial success is a question.

Dr. E. W. Burt, Mch. 10, 1914
Wins Contest for Board of Health.

40

Jan 15. 1913

SELECTING SITE FOR STATUE OF WHALEMAN.



Left to Right—Bela L. Pratt, Nat C. Smith, Mayor Ashley and Henry H. Crapo. Dummy of the Pedestal, Full Size, Below.

BELA L. PRATT LISTENS.

SCULPTOR HEARS MANY OPINIONS ABOUT SITE.

F. W. Oesting Agrees with Nat C. Smith "First Time in His Life"—Man Waits Before Black Dummy for Unveiling of Statue.

Bela L. Pratt. the sculptor, and the trustees of the Free Public library astonished the staid citizens yesterday afternoon by solemnly spending a couple of hours watching four workmen moving what appeared to be a colossal and high-backed ebony pulpit chair about the three patches of frost-baked grass before the dignified columns. They appeared to the casual observer to be aping the mentality of the three wise men of Gotham who went to sea in a bowl. They were in fact, selecting the best site for Mr. Pratt's new statue, "The Whaleman," which William W. Crapo has given to New Bedford.

There was his honor, the mayor, with much to say; Henry H. Crapo;; Nat C. Smith, the architect, who also had opinions of his own; F. William Oesting who drifted into the group from somewhere and orated anent the black puplit chair to his own little group of auditors. George H. Tripp was also present, and into the crowd and out again drifted also Elton S. Wilde, Judge Frank A. Milliken, and reporters, photographers and "hoi polloi."

The one man in the crowd who seemed to hold his peace, as the prophet saith, was the creator of the statue himself, Bela L. Pratt. He is a silent man, rather below medium height, dark and a trifle grim of face, his hair iron gray, his glance direct and penetrating. He paced about, in and out of the crowd, much of the time alone, leaving the others arguing and disagreeing among themselves, viewing with hands thrust deeply in his pockets and face non-committal, the various positions in which the black pulpit chair was being placed.

ELECTED PRESIDENT OF ADVISORY COUNCIL BROWN UNIVERSITY

Edmund Wood.

At a meeting of the advisory council of Brown university held in Providence yesterday, Edmund Wood of this city was elected president.

Mr. Wood is a graduate of Brown in the class of 1876 and has been active among the alumni ever since graduation.

The pulpit chair, it is time to explain. "What is that thing, anyhow?" more than one person inquired, staring round-eyed at the black colossal.

Mr. Tripp was gravely asked by a man, "When are they going to unveil it?" as if the whaleman and his boat bow and his granite background of gray gulls and sea were all neatly cut out of cardboard and concealed under the black paper.

The fact of the matter is, the extraordinary looking object was a dummy, hastily constructed according to the exact dimensions of the statue itself, by Nat C. Smith, and made black that its outline might be easily seen against the gray granite of the library building.

Mayor Ashley, F. William Oesting, and, it was judged from a remark made by the librarian, Mr. Tripp himself, favoored the pit of grass directly in front of the entrance. Mr. Pratt was non-committal, but appeared somewhat to favor the northeast corner, barring the ugly black electric light post standing unsightly there. The mayor, however, advocated cutting off part of the background—but Mr. Pratt said the statue has gone to the foundry.

"This is the first time I ever agreed with Nat in my life," Mr. Oesting was heard to exclaim, and then repeated it to several in a loud voice and smilingly. "Take away the steps, build out buttresses on each side, and set the statue right in the middle. That's the thing to do. This is the first time in my life I ever agreed with Nat!"

Mayor Ashley, however, declared later, "I am opposed to touching the steps;" and Mr. Tripp himself expostulated smilingly that the old steps should not be touched.

First the black dummy was placed on the southeast corner; then it was moved to face southeast; then, to the central grass plot; then to the northeast corner, and finally back to the centre again.

The final choice of location will rest with the library trustees. Henry H. Crapo, who was present throughout the inspection, finally drove away with the sculptor, who took the 5 43 train back to Boston. He did not appear loath to leave the scene of the dispute. The fact is that every location has its adherents, and if public opinion is followed the statue will be cut in three and a section erected on each grass plot.

Mr. Pratt was asked by a representative of The Standard when the statue will be completed.

"That I cannot tell," he replied. "It is now being cast in bronze at the Gorham works at Providence."

And some came even after dark, (among whom was seen L. D. Eldred, the artist), and paced about to decide for themselves where the statue will best appear.

SHOULD FOLLOW MR. PRATT.

President Bryant of Art Club Declares Sculptor's Wishes Should Govern.

Herbert P. Bryant, president of the New Bedford Art club, when interviewed this morning concerning the choice of location for the Whaleman statue, declared that the advice of Bela L. Pratt should be followed. Mr Bryant said:

"It is to be hoped that the trustees of the library will follow the advice of Mr. Pratt in placing the statue, and not be governed by other than the artistic side of the matter.

"What the mayor says—that the vanity of some public official might in the future desire to commemorate himself on the other side of the square, is doubtless true; but I think we can trust the common sense of the community to prevent that.

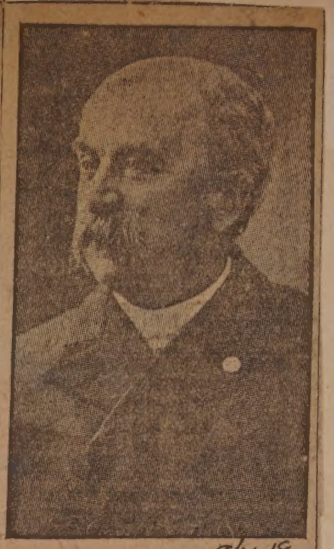
"Planting the statue directly in front of the building would be objectionable in very many ways, while the northeast corner would give it the fine view from three sides, and would follow the dictates of god judgment, and would accord with the instincts of one of our leading American sculptors."

PERSONAL

Jan 30 1913

Arthur D. Swift.

Arthur D. Swift will complete 40 years of continuous service as a letter carrier in New Bedford on Feb. 17.



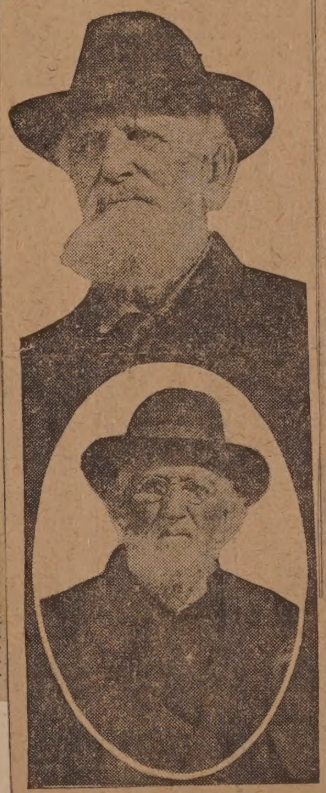
Levi M. Snow.

Apr 18 1913

Levi M. Snow, who for fifty years was engaged in the drug business in Fairhaven, will be 72 years of age tomorrow, April 19. Mr. Snow served two terms in the legislature. He is a prominent Mason.

Muncy Twins Start in Good Health on Ninety-fifth Year.

Jan 2 1913



William and Samuel Muncy.

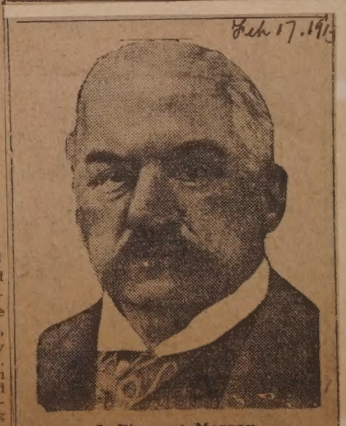
Babylon, N. Y., Jan. 2.—Samuel and William Muncy, who celebrated their ninety-fourth birthday Christmas day, have started in on the ninety-fifth year in excellent health, and they see no reason why they should not round out the century. They are doubtless the oldest twins in the world. Though their eyes need the help of glasses, their other faculties are good and they enjoy long walks daily. They are widowers, each having raised a family of eight children.

Apr 17, 1913

Allen '93 at Head of High School Alumni.

Joseph H. Allen,
Elected President of the Newly Organized New Bedford High School Alumni Association.

Feb 17, 1913

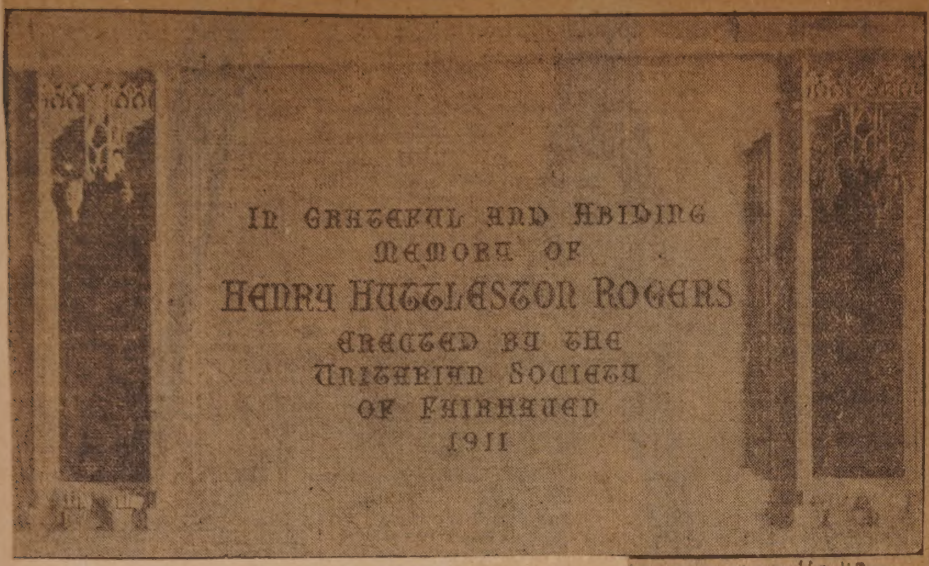


J. Pierpont Morgan.

42

IN MEMORY OF HENRY H. ROGERS.

Tablet to Be Unveiled in Fairhaven Unitarian Church Tomorrow.



ROGERS' MEMORIAL IN FAIRHAVEN.

...ton of Fairhaven.

WILLIAM B. GEOGHEGAN.

May 15-12-

DEDICATION SUNDAY.

BRONZE DOORS AND TABLET FOR FAIRHAVEN CHURCH.

Placed in Unitarian Church by the Members of the Society in Loving Memory of the Late H. H. Rogers—They Typify the Life of Deceased.

In keeping in design and exquisite taste with the entire interior of the Fairhaven Unitarian Memorial church, the bronze doors at the south portal of the church and the tablet at the rear of the church, both memorials to the life and good works of the late Henry H. Rogers, will be dedicated Sunday morning with special services.

The tablet is a splendid example of design and is in harmony with the architecture that has been carried throughout the edifice interior, the work of Brigham, Coveney and Bisbee of Boston, architects. The tablet is of Tennessee marble, inscribed with an inlay of bronze in ancient type and reads as follows:

In Grateful and Abiding
Memory of
Henry Huttleston Rogers
Erected by the
Unitarian Society
of Fairhaven
1911.

At each end of the tablet are bronze figures inlaid beneath canopies of delicately worked marble. The figure on the left is that of a Crusader, while that on the right represents a mother protecting her child, who carries a shield. It is pointed out that the figures typify traces in the character of the man in whose memory they are erected. The bronze doors are the gift of the late Mr. Rogers, while the tablet is erected in his memory through contributions received from the society and from members of the parish. The committee which has been in charge of the plans was the finance committee of the Unitarian church of 1911, comprising the late Walter F. Winsor, chairman; William B. Gardiner, Miss Sara B. Clarke, Mrs. J. M. Leighton, John H. Stetson, Bertram F. Stowell, Herman H. Hathaway, treasurer, and Harry L. Pope, clerk.

42

IGHAM BUYS CORNER.

OMES OWNER OF PROPERTY WHERE PHARMACY IS LOCATED.

ed Deal with Asa Mills of Fall River This Morning— as Not Completed Plans for Any Changes on Corner Yet.

liam M. Higham, proprietor of ligham pharmacy at the south-corner of Union and Pleasant ts, today purchased from Asa of Fall River the property in the pharmacy is included. Mr. bought the property from the er estate early this week, and ligham secured it from him to-Mr. Mills stated at the time of urchase that he had bought the corner as an investment, and while the leases now existing would be allowed to run out, he contemplated eventually the erection of a modern office structure.

Mr. Higham was unable to say this forenoon just what his plans were, but the Higham pharmacy will remain on the corner as at present.

The price paid by Mr. Higham was not given out, but it is understood to be in the neighborhood of $40,000.

BUYS VALUABLE REAL ESTATE

Asa A. Mills Secures Property in New Bedford Business District.

THE HIGHAM CORNER, NEW BEDFORD.

The land and buildings at the southeast corner of Union and Pleasant streets, New Bedford, owned by the estate of Ward M. Parker, David L. Parker and William W. Crapo, executors and trustees, were sold Wednesday to Asa A. Mills, president of the R. A. McWhirr Company of this city and the New Bedford Dry Goods Company, for a sum said to be about $40,000.

The trustees will have to obtain authority from the probate court to transfer the property, and as soon as the court order is obtained the deeds will be passed.

The property includes 9.58 rods of land on which are buildings occupied by William M. Higham & Co., as a drug store, also a barber shop and a shoe repairing shop.

The property will be conveyed as it stands, the purchaser to take the award of damages on the widening of Union street, and make the property conform to the widening. When the street is widened about a rod of the land will be taken, and for the land and building damages the city allowed about $8000.

Mr. Mills bought the property as an investment, and contemplates the erection of a modern building on the corner. The lease of William M. Higham & Co. has two and a half years to run, and it is understood that Mr. Mills will make the building conform to the widened street so far that the leases acquired with the property will be continued.

WHITCOMB HOUSE TO BE DEMOLISHED TO MAKE ROOM FOR BANK BUILDING.

July 1918

WHITCOMB HOUSE PROPERTY.

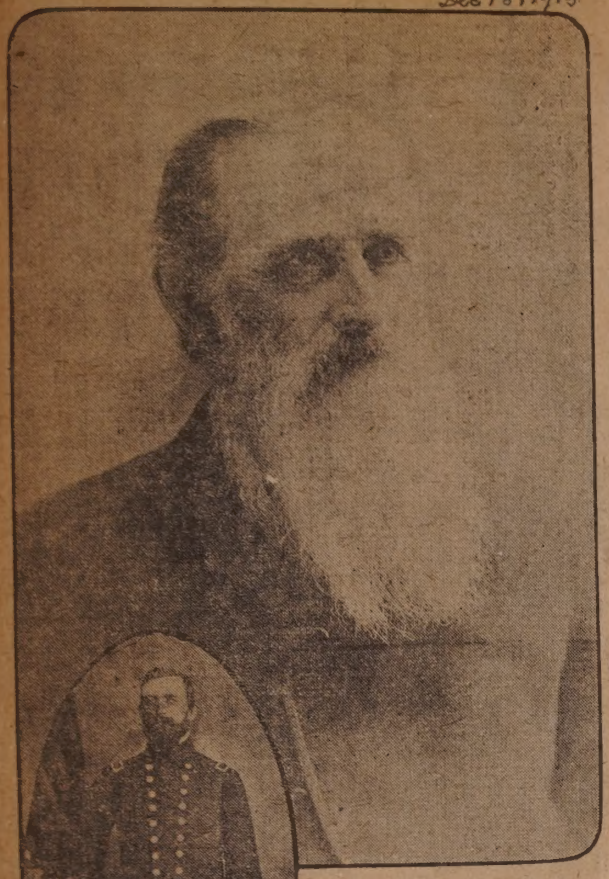
Aug 1913

George M. Eddy.

George M. Eddy of 8 Maple street is 70 years old today. He was born in this city on Aug. 5, 1843, and educated in the public schools here. At the age of 17 he became a salesman in his father's store on Union street, and later a member of the firm of George M. Eddy & Co. He has represented the Methodist Episcopal church (Southern New England conference) at a general conference at Cincinnati, and was for years active in the work of the Young Men's Christian association, and served for a time as its president. He was formerly treasurer of the County Street M. E. church, and for years on the board of trustees. He has several times been elected a director of the Board of Trade, has served in the house of representatives, and been honored by many other positions of honor and trust.

CAPT. DAVID H. CROWELL 93 TODAY WELL AND ACTIVE DESPITE HIS AGE.

Dec 18, 1913



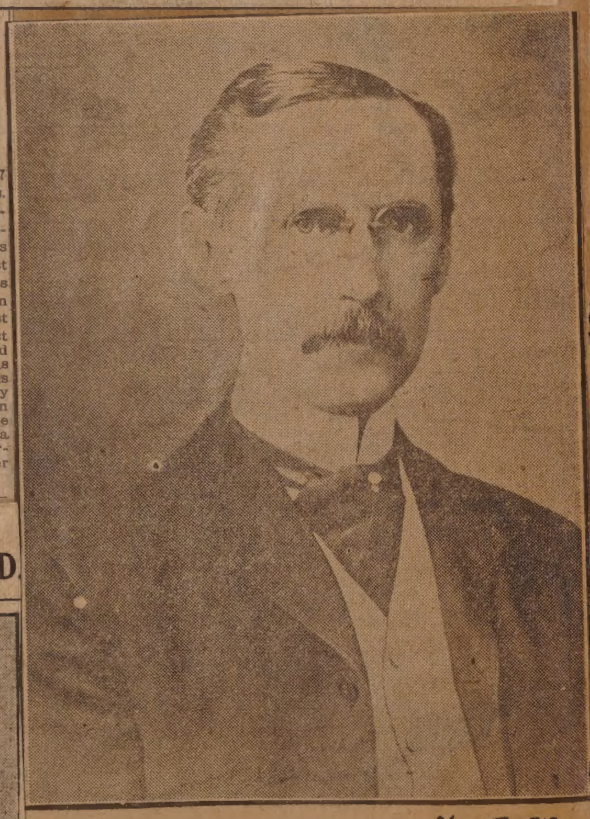
David H. Crowell.
The Smaller Picture Was Taken When He Was in the Navy.

Captain David H. Crowell, of 107 Sycamore street, the father of Mrs. Francis N. Howes, is 93 years old today. Captain Crowell is well and active, notwithstanding his many years of life, and walks downtown almost daily to chat with the old sea rovers who gather in Frank Brown's gun shop, or with the veterans in Post 190 hall. He is spending his last years quietly wtith his daughter and son-in-law, a marked contrast to his adventurous and roving life. His vessels plowed the waters of every sea, he visited every land, he was in the navy from 1861 to 1863, he caught the gold-fever in California in '49. He is one of the three survivors of the famous old Chronometer club.

AGAIN COMMANDER OF POST 1.

Dec 14, 1913

THOMAS W. COOK.



CLARENCE A. COOK. Nov 15, 1913

ROSS-GIFFORD WEDDING AT NONQUITT HOME OF MRS. R. SWAIN GIFFORD.

Sept. 25, 1913

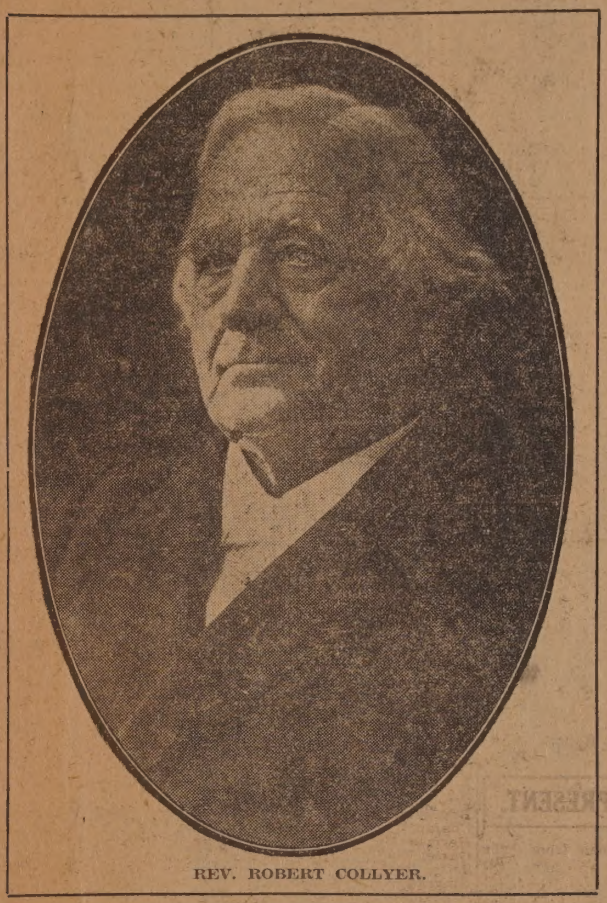
SUMMER HOME OF MRS. R. SWAIN GIFFORD AT NONQUITT.

Nov 17, 1913

COLLYER NEAR DEATH.

FAMOUS PREACHER'S FAMILY AT HIS BEDSIDE.

Friend of Late H. H. Rogers and Frequent Visitor to Fairhaven—Once Village Blacksmith in England—Becomes Conspicuous Figure in Civic and Religious Affairs.



REV. ROBERT COLLYER.

The Rev. Robert Collyer, the venerable pastor emeritus of the Unitarian church of the Messiah, New York, is seriously ill at his residence, 201 West Fifty-fifth street, in that city. The members of his family are at his bedside, and little hope is entertained by them that he will even partly recover his health.

His complete recovery is impossible, his physician, Dr. Robert H. Wylie, has told the family. Except for the splendid vitality of the minister, who is 89 years old, it is believed he would have succumbed before now to a paralytic stroke which happened on November 1, affecting his whole right side and his power of speech.

Dr. Collyer delivered an address and the closing prayer at the dedication of the Unitarian Memorial church at Fairhaven, on Oct. 4, 1904. He preached at the Old Home Week services in the Congregational church there in 1903, and preached almost yearly in the town for many years, coming as the guest of Henry H. Rogers.

Probably one of the most remarkable men of his profession in New York, the Rev. Mr. Collyer began life in his native village of Keighly, Yorkshire, England, as a blacksmith. His hard work as an apprentice in the village "smithy" afforded him little time for study, but, nevertheless, the sturdy young lad found time for much reading of books, and later became a Methodist preacher. His work among his associates in the interests of the church caused him to be regarded as one of the most powerful preachers in the county.

His history from his advent in the United States, in 1847, to his great work as pastor of the Church of the Messiah is brimful of incident and achievement. The first field of his endeavors, in 1850, was Germantown, Pa., where the burden of his preaching was in espousing the anti-slavery cause. Transferring his allegiance to the Unitarian church, he studied deeply for several years, and was at last appointed missionary at large in the city of Philadelphia.

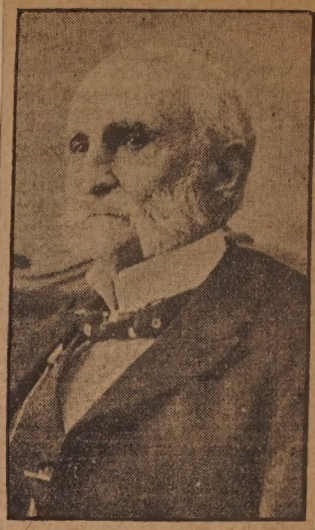
Later he filled a similar office in the city of Chicago, and every Sunday vast throngs attended the little mission houses throughout the city where the English preacher officiated. When the pulpit of the Unity church of Chicago became vacant he was unanimously called to it.

The untiring energy and devotion of Mr. Collyer when he was designeted by the governor of the state of Illinois and the mayor of Chicago to carry relief to citizens stricken by a hurricane which swept the western part of the state will long be lovingly remembered by residents of Illinois. With equal devotion he followed the troops in the Civil War, and so became known throughout the country.

In 1879 Mr. Collyer assumed the pastorate of the Church of the Messiah, and since then has become one of the most widely known preachers in the United States and England. He is the author of several religious works.

Jan 22, 1913

First Physician to Give Ether in Fall River.



Dr. Jerome Dwelly.

HIS 90TH BIRTHDAY.

DR. DWELLY IS OLDEST PHYSICIAN IN FALL RIVER.

Had Been in Continuous Practice from 1847 to 1909—A Member of School Committee for 20 Years and Medical Examiner for 14 Years.

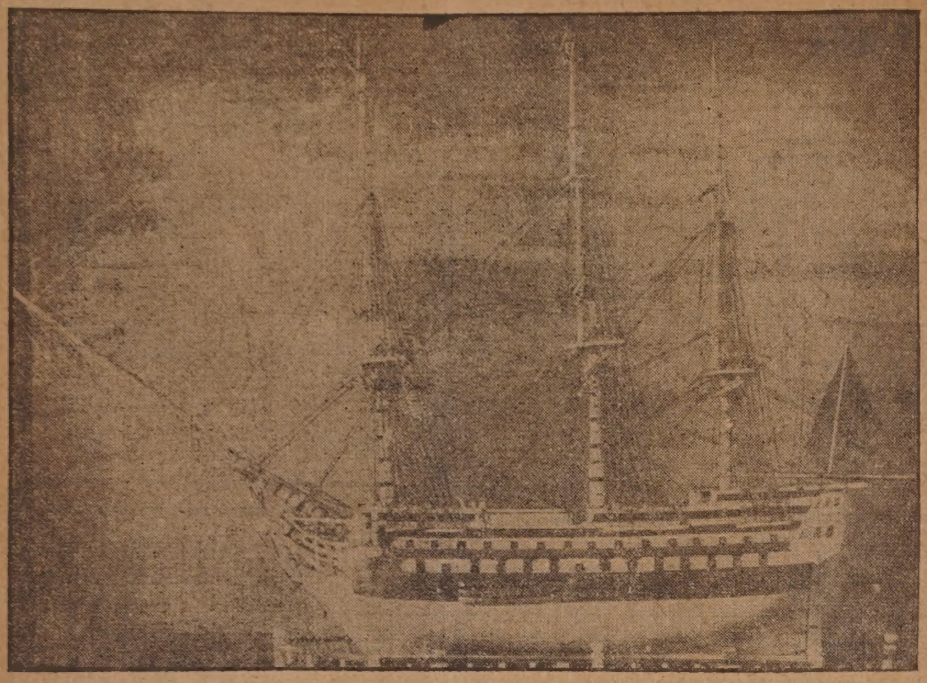
Fall River, Jan. 22.—Dr. Jerome Dwelly celebrated his 90th birthday yesterday, at his home, 251 Bank street. He is the oldest physician in Fall River, and has the distinction of being the first to administer ether in a surgical operation in this city or in this part of the state. He was born in Tiverton in 1823, and graduated from the Massachusetts General hospital in 1847. At the time he first made use of ether he had been graduated only a few months, but had seen its use while in the office of Dr. Solomon Townsend is Boston. He opened an office in this city, and his first operation with the use of ether occasioned much surprise and gratification to the local physicians and surgeons. When he retired about four years ago, Dr. Dwelly had been in continuous practice in this city since 1847, with the exception of from 1849 to 1851 when he went to California. He was the first physician after the incorporation of the city. He was also medical examiner for 14 years, and for nearly 30 years was United States examining surgeon for pensions. He was a member of the school committee for 20 years.

In 1848, he married Janette A. Cook of this city, who is still living. There were four sons, one of whom survives—Fred O. Dwelly, city messenger. One of the daughters is the wife of Lieutenant Colonel Charles B. Woodman, and the other is unmarried.

44

WHALE'S TEETH AND SCRIMSHAWING.

In Former Years All Sorts of Pictures Were Scratched on the Hard, Brilliant Surface of the Teeth—It Is Almost a Lost Art Now and Good Specimens Command High Prices.



MINIATURE SHIP MADE ENTIRELY OF BONE.

Sept. 15, 12

Whale's teeth, once as common on the parlor shelves as plush covered volumes of Van Dyke on the center table, are becoming scarcer and scarcer, and scrimshawning or scrimshawing, the art of working all manner of design into them with knife and ink, bids fair to become a lost art. The reason, says Richard Mc Lachlan, model for the Bela Pratt statue of The Whaleman and a whaling sailor of much experience, is that the little ships are no longer stopping after the cutting in of the whale for the long and difficult job of getting the whale's jaw and extracting the teeth, unless the weather happens to be dull calm with no prospect of getting more whales in sight.

The teeth may only be extracted with much labor, some being so solidly embedded in the jaw that a block and tackle has to be fastened to the mast and the tooth extracted with the heave of several sturdy tars possibly to the "Fifteen men on a dead man's chest," accompanying chorus.

In fact while one used to be able to pick up whale's teeth for a mere stanza of song, one must now whistle both long and loud and catch them as they go by, usually at a fancy price. But then, the cost of living has gone up. The ivory of the average whale is too small in quantity if not too poor in quality to be worth much commercially, and the main use for it was in the making of fancy tie rings, lamp picks, (to pick the wicks out of the old fashioned lamps), hearth brushes, ditty boxes and busks. All these things are to be found in the exhibition of the Dartmouth Historical society's rooms.

The sailors took up this work of carving and painting mostly to kill time on the voyages, but as many of them became expert in the art, curio gatherers came to get their product and for a long time a couple of decorated whale's teeth on the shelf were all the rage.

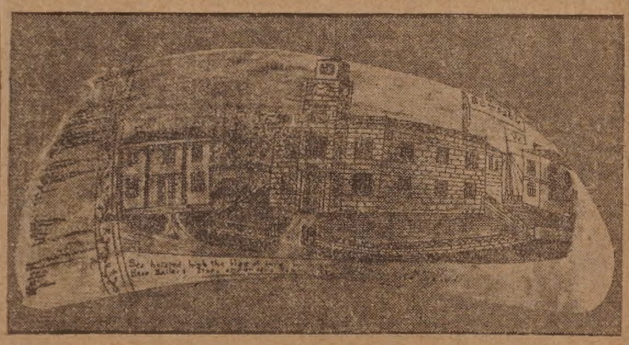
The word that the sailors coined to designate their work, scrimshawning (sometimes scrimshawing), has absolutely no etymological connection with any other word and till a few years ago was not to be found in the dictionaries. It is, broadly speaking, any work with a knife or some similar tool or with pen and ink that a sailor does on shipboard in his leisure hours. By some its meaning is narrowed to mean only work with knife and ink in the decoration of ivory, but Augustus G. Moulton, an authority on whaling matters, has in his possession a tiny wooden model of a ship made at sea, and he calls that an example of scrimshawning. A better example of scrimshaw work in the modeling of a ship is the model at the Dartmouth Historical rooms made out of the soup bones served in the rations to some Cape Cod sailors, who were confined in the Dartmoor prison, England, during the war of 1812. That was finally brought to this country by them, though only with the stipulation by the prison authorities that they fly a British flag from her. We are assured that the moment they lost sight of the shores of England they pulled the flag down and lost it overboard.

A very well wrought piece of scrimshawning may be seen at the Sun Dial cafe, corner of Union and Water streets. The picture is a whaling scene and is rather pretty in execution. That was picked up from a couple of whalers and the bartender is authority for the statement that they are easy to procure and that many of the whalemen are now doing the scrimshaw work. This was the only case where people having to do with the teeth thought that they were either easy to procure or common as to workmanship. At that the bartender valued them at ten dollars a pair for plain ones and all the way up to twenty-five dollars a pair for the decorated ones.

Busks were a favorite article for the sailors to work and send to their sweethearts on shore. A busk was a flat piece of whalebone, which ladies of fifty years ago fitted into slits in the front of their dress for the straight front effect. It was an amateur corset. And the correct thing seemed to be for the sailor who wished to fit particularly strong with his lady love to carve ivory busks with twined hearts or hearts bleeding from barbed arrows, and sometimes with inscriptions of tender sentiment. There is one in Nathan Hathaway's collection of scrimshaw work at the Dartmouth Historical society rooms one of the best collections of scrimshawing in the country, which reads as follows:

This bone once in a whale's jaw did rest
Now is intended for a woman's breast
This my love I do intend
For you to wear and not to lend.

Whether his love wore it or lent it is not on record, but a slight curve in its contour leads one to believe that some buxom New England lass used it considerably. And yet there were other uses that the busk served. The matron used to draw it from its sheath as a sword from the scabbard



A HIGHLY CARVED BIT OF BONE.

AN UNUSUALLY CL

to admonish her troublesome brood. There seems to be something incongruous in the tender messages of some love sick tar being used to belabor the breeks of the "enfant terrible," but probably the fair executioner selected her weapon with care from her waist, and did all the flogging with a battle scene, leaving more amorous efforts to remain quietly near the heart.

Much of the scrimshaw work shows a high degree of skill and unthinkable patience. There are canes made by fitting long stripes of ivory and tiny fragments all marvelously wrought sometimes into the most intricate arabesque. Foliage is in some instances convincingly and daintily treated till one wonders how great gnarled sailor hands could cramp themselves to such delicate tasks. Of course, the majority of the work is very crude: sailors are very seldom artists of great skill; but there are some beautiful specimens to be seen if one will but spend an hour or so in the rooms of the Dartmouth Historical society.

Nov 28. 1912

New Bedford Dentist Highly Honored.

Dr. Norman B. Nesbett.

HIGH RECOGNITION.

DR. NORMAN B. NESBETT TO PRACTICE IN BERLIN.

New Bedford Dentist Selected as One of the Ablest Younger Practitioners in This Country—In Practice Here Since 1899.

The esteem in which the dental profession of not only Massachusetts but of the whole country holds Dr. Norman B. Nesbett of New Bedford is shown by the fact that at the recent meeting of the National Dental society in Washington, when Dr. Charles Henry Abbott, one of the foremost members of the profession, attended the meetings in search of the ablest of the younger dentists of this country to take back with him to practice in Germany, he was recommended to Dr. Nesbett, and made the New Bedford man such a flattering offer that it was accepted, and Dr. Nesbett will give up his practice in New Bedford within a few months and will go to Germany with Dr. Abbott to practice his profession in Berlin.

It is all the more flattering to Dr. Nesbett that the German authorities sought him out and made him an offer without the least solicitation upon his part, and although the other New England dentists expressed strong regret that the city was to lose such an able member of the profession, they could not but congratulate Dr. Nesbett upon the national recognition of his ability which the offer means.

Dr. Nesbett intends to give up practice here as soon as possible and will leave for Germany on March 1st. He will be associated in the German capital with Dr. Charles Henry Abbott at Konigsgratzer Strasse 140.

Dr. Nesbett was born in New Bedford, April 28, 1876, the son of the late Dr. Frederick B. Nesbett, who practiced in New Bedford for thirty-five years.

The younger Nesbett attended the New Bedford public schools, graduating from the New Bedford high school in 1894.

The next two years he spent as a student in the office of his father, but entered Harvard dental school in 1896, graduating in 1899 with the degree of D. M. D. He started practice in New Bedford in July 1899, and three years later, in 1902, married Florence E. Bierman of St. Louis.

In 1911 he was appointed as assistant in porcelain and gold inlay work at the Harvard dental school, and one year later was appointed an instructor in the same department.

He is a member of the Harvard Dental Alumni Association, of the Harvard Odontological society, of the Northeastern Dental Association and of the New Bedford Dental society. He is treasurer of the Southeastern District of the Massachusetts Dental society, and is also a member of the Wamsutta club, the New Bedford Yacht club, the Brooks club and the New Bedford Harvard club, and a former member of the Dartmouth club.

WINDFALL OF MONEY.

Nov 16.1912

A THOUSAND PENNIES ROLL AROUND PLEASANT STREET.

Newsboys Abandon Business to Pick Up Coin—Motor Cyclist Loses Cash on Way to Express Office but Recovers Half.

Pleasant street this morning was mysteriously sown with pennies. Newsboys left their peddling of papers, and passersby more mature turned aside to participate in the unwonted experience of actpally picking up money.

There were numerous suggestions to explain the pennies on the street. The newsboys, with pockets bulging, did not require any; but older heads knew that a penny found means a penny lost, and wondered who had his pockets drained.

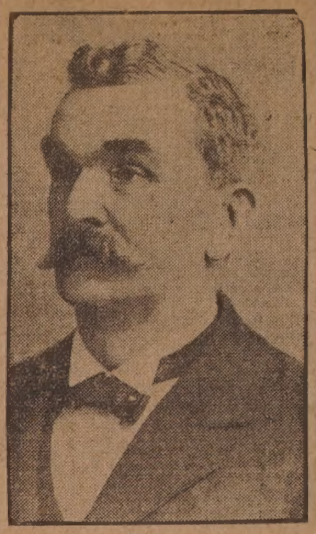
Then appeared one Mr. Johnson, not the pugilistic Jack, but Walter W. from the Merchants bank, a pasteboard box in his hand, wherein were all that was left of $20 worth of pennies. He explained to the crowd that, while riding with Henry S. Canavan on his motor cycle to Adams' Express office on Sixth street, the end of the box fell out and he left behind, from William street to the express office, a trail of about 1000 pennies. He did not discover his loss until he reached the office, and returned to see the newsboys and older folks picking up his coin.

The money was wrapped in blue rolls of fifty cents each, and was to have been deposited in the bank. The news that Pleasant street was paved in copper coin spread like wild fire, among the "newsies," who lost no time to lay in a store.

Some were lucky and some were not but most of them had enough to take a vacation from selling papers today. At Mr. Johnson's advent the boys all disappeared. He recovered about half of what he lost. Most of the grown-ups who had picked up money dropped them into the pasteboard box.

Mch.6.1918

Announces Retirement from Jewelry Business.



William L. Kelley.

William L. Kelley, who for a great many years has conducted a jewelry store at the corner of Union and Purchase streets, is to retire from business, announcement to this effect having been made today. This retirement will remove from active business one of the oldest, if not the oldest jewelry firm in the state of Massachusetts.

The business was started in 1830, in the name of Ezra Kelley, (the maker of Kelley's clock and watch oil), and was continued by him until 1850, when his son was admitted under the name of Ezra Kelley & Son. In 1868, the business was purchased by one of the clerks, William L. Kelley who has since continued it. Mr. Kelley intends now to retire and intends to dispose of the stock and fixtures, selling his stock to the public at a straight reduction of 20 per cent.

46

ROUGH WEATHER PARTS CHAIN.

Nantucket Shoals Vessel Steaming to This Port.

NANTUCKET SHOALS LIGHSHIP AT SEA.

LIGHTSHIP ADRIFT.

NANTUCKET SHOALS VESSEL STEAMING TO THIS PORT.

Jan-10-12

Anchor Chain Parted During Gale and Ship Was Forced to Leave Distant Station—Seven Barges on Connecticut Shore—Steamer Still on Cape Shore.

Unable longer to withstand the heavy westerly gale which for almost two days had kept her straining at her chains, the Nantucket lightship broke from her moorings at 2 o'clock this morning and went adrift. She is in command of Captain Franklin S. Doane, is equipped with wireless and with her own steam engine plant and the captain by wireless this morning sent word that he was all right, the ship was under control and had headed for New Bedford under her own power. She is expected in here some time today when after securing new moorings and chains and being supplied with coal and provisions she will return to her station. In the meantime a buoy marks the spot where she is usually at anchor and this will serve as a guide to navigation until the vessel returns to her station.

The lighthouse tenders Azalea and Anemone are tied up at Merrill's wharf here, the Acushnet is at Woods Hole and the revenue cutter Onondaga was at Fire Island. The latter was sent to the assistance of the lightship and the other vessels would have been able to have gone out to her immediately had there been an occasion for it, but Captain Eaton, of the Anemone, was in communication early this morning with Captain Doane of the lightship, through the Boston office of the lightship service, and he stated to a Standard reporter that the lightship was perfectly safe and would be in here later in the day. Captain Eaton had taken on coal and supplies and had intended to go out to the Nantucket Shoals today, but before he had got underway he received word to wait here and that the lightship would be in here herself.

The Azalea was in the stream ready to go out also, but on receipt of word from Boston, she was brought up to the wharf and tied up side of the Anemone. Captain Eaton stated that the Nantucket lightship was capable of making eight knots an hour under favorable conditions, but that she would be facing a head wind and heavy seas all the way in, and she would not be able to make such good time as this. The distance from her station to New Bedford is about 100 miles.

The Nantucket lightship marks the outermost shoals that spread for a distance of many miles off the southeastern coast of Massachusetts, and she is the turning point for inbound trans-Atlantic liners which pick her up on coming in from the east, northeast, and they head away a little north of west for Ambrose channel lightship, 193 miles away from New York harbor. The lightship is stationed 47 miles south southeast of Nantucket island and her station is one of the most exposed on the entire coast. Her anchorage is on sandy bottom and her holding tackle consists of a mushroom anchor and 75 fathoms of chain, part of which is buoyed to take off the strain. Yesterday's gale was the most severe of any which have swept the coast during the past two months, and it is supposed that an undiscovered weak spot in one of the links of the anchor chain gave way. The lightship could secure new tackle at Woods Hole, but as she was in need of coal and provisions, Captain Doane decided that he would come into New Bedford.

Recalls Famous Rescue.

The Nantucket lightship broke away from her moorings once last winter, and on numerous previous experiences has gone adrift in heavy storms, once going as far south as Cape Hatteras before she was able to head back. The former lighship on the station was sunk during a terrific storm in December, 1905, and before the crew had finally been landed safely on Merrill's wharf in this city the little tender Azalea, in command of Captain Charles I. Gibbs and Chief Mate Eaton, the present commander of the Anemone, one of the most heroic rescues in the whole history of the Atlantic coast had been written. It was on a Sunday afternoon in December, seven years ago that Captain Gibbs received word of the sinking condition of the lightship on the Nantucket station. By messengers he summoned his crew, who had been enjoying shore leave all day. At 8 o'clock that night the Azalea steamed out of the river, running into a blinding snow storm, driven before a gale that kicked up one of the roughest seas ever known along the coast. All night long the tender fought the storm, Captain Gibbs having no thought of turning back, even if the boat was threatened with destruction every moment. By Monday forenoon he had reached the lightship, 100 miles from New Bedford. He started to tow her in, but she commenced to fill rapidly, and started to settle. Despite the terrible seas, Captain Gibbs ordered a boat launched, and in charge of Mate Eaton it made the perilous trip to the sinking lightship, taking off the crew. The weather was so rough that it was impossible to hoist the life boat aboard, the men were lifted out of her with ropes, and she was allowed to drift away. Captain Gibbs headed the Azalea back to New Bedford and reached here with every man safe at 2 o'clock on Tuesday morninb. Captain Gibbs would not admit that he had done anything out of the ordinary, but congress voted a raise in salary and a pension, and Chief Mate Eaton is now Captain Eaton, in command of the new tender Anemone.

If the Nantucket lightship had been in distress today it would have fallen to him to have gone to her assitance, and although as it happened, the lightship was reported to be making good headway under moderating weather conditions toward this port, Captain Eaton had steam up on the Anemone and was ready to start for the South Shoals at a moment's notice.

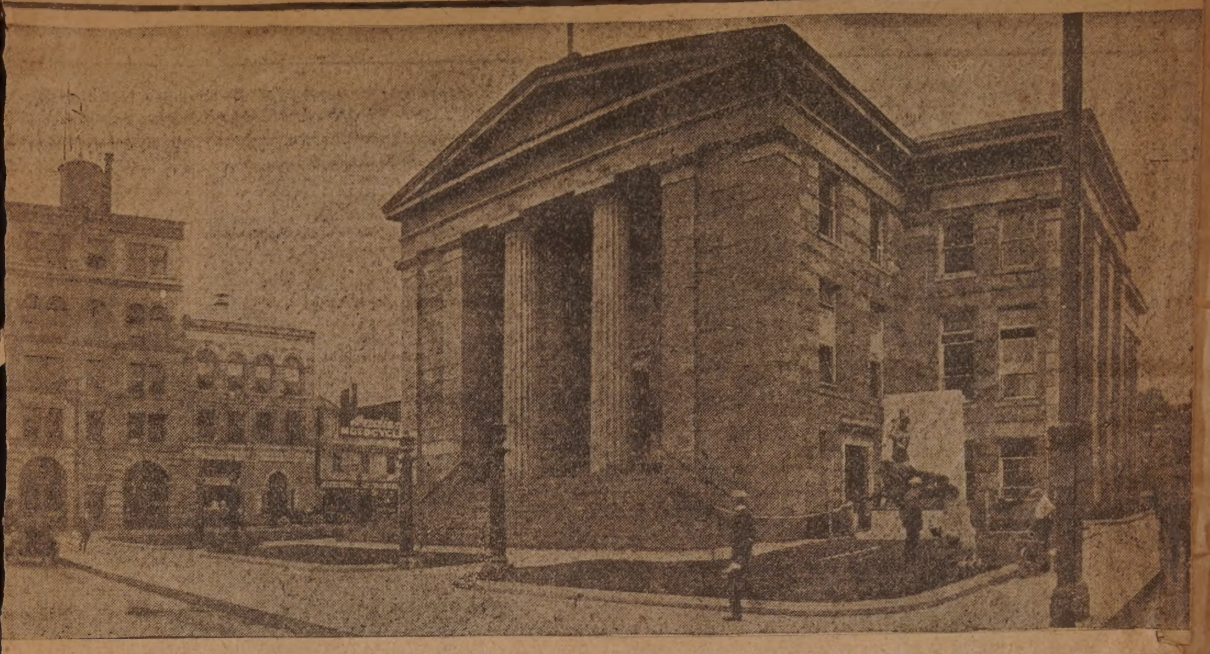
Making Slow Progress.

A wireless dispatch received in Newport this forenoon from Captain Doane stated that the lightship was 12 miles from her station at 8 a. m. An effort was being made to reach the lee of the land under the Chatham bluffs.

The lightship was under her own steam and was heading north by east, with a gale blowing from the westward accompanied by thick snow.

At the rate mentioned in this despatch, the lightship could not reach this port until very late today. At 8 o'clock she still had 88 miles to cover and she can not make over eight knots an hour.

NUSUAL PHOTOGRAPH TAKEN FROM JUNCTION OF



PANORAMIC VIEW OF A PORTION OF NEW

William H. A. Tobey.

When morning dawned today, William H. A. Tobey of this city, veteran showman, pioneer in the production of pink lemonade of circus renown, and the "coolest Elk of them all," reached his 79th birthday and as young and chipper in spirits as he was 40 years ago, came down town to greet his many friends and incidentally to pay his annual birthday visit to The Standard office. Mr. Tobey was smoking his corn cob pipe which, as his almost inseparable companion, removing it a moment to announce that he was expecting the advance agent for the Barnum & Bailey circus to come along before many weeks, and to express his somewhat picturesque language his opinion of Dr. Osler, who once upon a time said something about a man 60 years of age being ready for the discard.

"I'd like to see the doctor today," said Mr. Tobey, with a sparkle in his eye. "Next year I'll be 80 years old and the year after that I'll be 81. Haven't got a ache or a pain, or a worry on earth, have? I had a drink since I was 75 years old, my old pipe still tastes pretty good, and I have no desire to pass on until I have to. I know I've got to die bye and bye, but I've had a fine time in this life and I am sure that I shall in the future life."

Whereupon the old showman, with a handshake all around, proceeded out to the street again to radiate sunshine and optimism wherever he goes today.

Feb 25 1914

WILLIAM A. GROZIER LOST.

OLD TIME WHALING SCHOONER WRECKED AT SEA.

Crew All Saved—News of Disaster Reaches Agent, Capt. J. Z. Silva, in Telegram from George M. Rueffe of New Orleans—Vessel Was Not Insured.

SCHOONER WILLIAM. A. GROZIER.

The old time whaling schooner William A. Grozier, of recent years in the Cape Verde packet trade, Captain John G. Oliveira, was wrecked at sea on July 1. The crew were all rescued by the steamer Osage. News of the disaster reached the agent, Captain J. Z. Silva, in a telegram which he received this morning from George M. Rueffe, agent of the steamer Osage at New Orleans.

The Grozier was in other years a Provincetown whaler. She was valued at $2,000, and carried a general cargo valued at $1,000. She was expected to return to this port with passengers from the Cape Verde islands the last of August. Although 46 or 47 years old, she was a staunch vessel, and was reported by the inspectors in excellent condition when she left. It is surmised that she was wrecked in a sudden storm. What tales of hardship and suffering her crew will bring

(Continued on Tenth Page.)

WILLIAM A. GROZIER.

(Continued from First Page).

back, can only be surmised. She was not insured.

The telegram read: "Schooner William A. Grozier wrecked at sea, first inst. Crew all saved. Picked up by str. Osage."

Captain Silva bought the Grozier from Captain George L. Dunham, who returned on the schooner Ellen A. Swift from the Hatteras whaling grounds this morning. It was on the Grozier that Captain Dunham, made in 1906 one of the shortest successful whaling voyages on record. She was absent from this port two months and a half, and returned with everything full even the water barrels that were emptied during the voyage were reeking with sperm oil, while casks, kettles, trypots and coolers were all brimming with oil. In 1908, the schooner returned to this port under etraordinary conditions, with the crew bossing the vessel. During the entire cruise, 15 natives of St. Nicho-

Captain J. Z. Silva,
Who Was Agent for the Grozier.

las, who were shipped as foremast hands, ran things, and old whalemen never heard of such doings on board whaleship. The masters of whalers in other days were monarchs who ruled supreme, and their power was limited only by the sides of the vessel. The schooner had a tonnage of 160 tons gross and 111 net. In her old Provincetown days, she sailed many seas in command of Captain Roberts, and brought in a rich supply of oil that enriched both her master and her owners.

The crew consisted of eight or nine men. The first mate was John Souza, who sailed on her as master on her last voyage, and was virtually in command on this voyage.

The William A. Grozier was built in 1865 in Kennebunk, Me. Captain Silva was her sole owner. She was 91 feet 6 inches overall, 22.5 wide and measured eight feet nine hold. She sailed from New Bedford on Thursday, June 10.

FROM THE FISHERMAN'S BOAT TO THE BAR.

n A. Morse, Senior Counsel in the Richeson Case and a Prominent Boston Attorney, s a Fisherman Off the Vineyard, and First Studied Law in the Office of the Late Hosea Knowlton.

Jan - 14 - '12.

ears ago William A. Morse then a strong wiry Vine- was tossing around in a g boat in the rough waters nsland, making his living, very sumptuous one at that, and fishing in the Vine- nd, with apparently no ahead of him save the hum- tence of a coast fisherman. he presented, as senior r the defense, the remark- ssion of Rev. C. V. T. Riche- layer of Avis Linnell, hav- own efforts raised himself humble start in life until he ied a position of command- tance among the bar of setts. To Vineyard people is home was there, his s been watched with unusual while to New Bedford also ss has been a most pleasant at he made his home here al winters and read law late Hosea M. Knowlton.

rse, when he was a baby, ght to the Vineyard from here he was born, and for gal purposes may be called d native. He attended school rd Haven and when about old left school and started ather Seth Morse as a fisher- ung Morse had a boat of his of the small double ended or 18 feet in length, having l. Young Morse used to go Nomansland where he had a small shack and catch cod. When his boat was loaded he came ashore, cleaned and dried the fish and at the end of a trip of three or four days, would fill up his little craft and head for New Bedford, where he was in the custom of disposing of his catch. In the spring and summer months he used to go lobstering and had his traps, 70 or 80 of them stretched along the north shore of the Vineyard. It was pretty hard work that Morse was called upon to do. Up at sunrise in the morning, he used to put out of Vineyard Haven in his little boat and it was nearly nightfall before he had pulled all his traps and reached home again. For nearly two years he followed this program of cod fishing in the winter months and lobster fishing in the summer months, but to a boy of his natural ambition and his natural ability to work, the life of a sound fisherman did not appeal very strongly and he early formed the intention of becoming a lawyer. The additional schooling which was necessary before he could undertake the study of his chosen profession he secured himself, reading at home nights after his work in the boats had been completed, and those who used to know him at the Vineyard say that on more than one occasion, alongside of his grub box tucked in the stern of the boat when he started on a trip for Nomansland would be his text books, and his law books.

After two years of fishing, Morse came to New Bedford and talked with the late Hosea M. Knowlton, disclosing to him his ambition of becoming a lawyer and asking him for advice. Mr. Knowlton took an interest in the young man, offered him the use of the books in his office and such coaching as he was able to give, and from that time on, Morse did less and less fishing. Winters he spent in New Bedford reading law, and he read law every moment that the office was open and he could have access to the different volumes. Morse during the two winters he was here was a familiar figure to many of the citizens and he made a wide circle of acquaintances here. From the office of Mr. Knowlton he went to Boston University law school to complete his course and take his degree, but each spring and summer during this period of years found him at his home on the Vineyard and engaged again in his old occupation of lobster fishing. Funds were not so plentiful with Morse that he could afford to take a summer vacation, and it was necessary for him to work and to work hard during the long summer months in order for him to secure enough money to pursue his studies here and in Boston.

While a student at Boston, Morse was awarded a medal by the Humane society of Massachusetts for a heroic rescue which he made in the Vineyard sound. While on the fishing grounds one stormy day, a boat in the fleet capsized and the young son of one of the fishermen went overboard. It was impossible for the father to get his boat around in time to reach him, and the youngster would surely have drowned, if Morse, who came up in his craft, had not dived overboard and held him up until aid could come to them. It was a most daring bit of work that Morse did and although he was modest about it and did not care to assume much credit, friends of the young man whom he had saved saw to it that proper recognition was made of the feat which he had performed.

In 1886, Morse finally attained the goal of his ambitions and in January of that year was admitted to the Suffolk bar, being one of the youngest men who took the examination that year. For a time Morse practiced in Boston and in Vineyard Haven, and in 1893 was elected to the state legislature from his home town, representing Dukes county. He was re-elected and in 1895 was elected to the state senate from the Cape district.

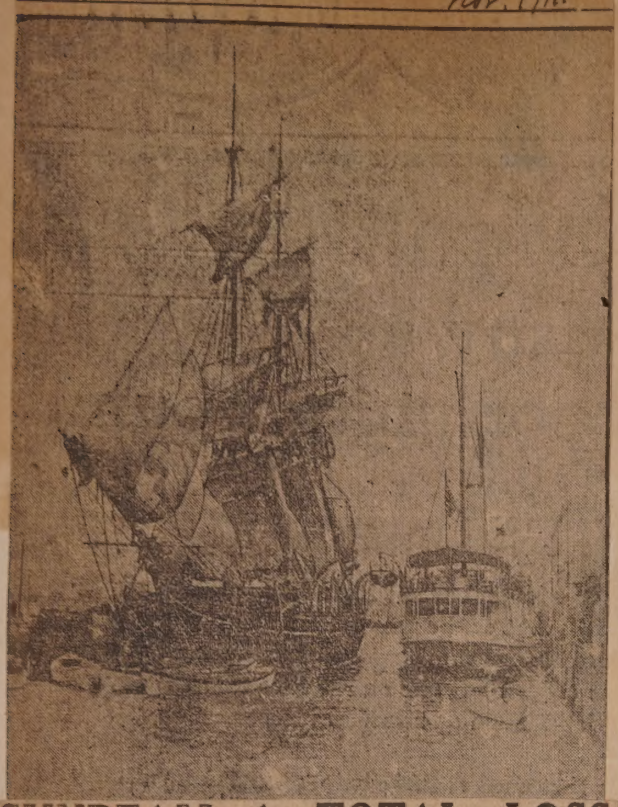
He was re-elected in 1896, 1897 and 1898, serving on many important committees, and for one term as president of the upper branch of the legislature.

At the completion of his last year in the senate Mr. Morse retired from political activity and devoted his attention exclsively to the law, at which he has been markedly successful. He is an attorney for the will of the late Mary Baker Eddy, was associated with the defense of George W. Coleman and had practically full charge of the Richeson defense. Mr. Morse has figured in the most important cases brought in the Massachusetts courts within the past few years, and his remarkable career from a fisherman on the Vineyard to a position which he now holds in legal circles in the state has been followed with unusual interest by those who knew him down in this section of the state.

Mr. Morse has always been a summer visitor to Vineyard Haven and has a home there at the present time. He is regarded as one of the most successful men ever produced on the island, and especially is he the hero of those men now hauling cod fish out of the waters off Nomansland who used to work side of him in their little boats years ago.

BARK SUNBEAM WRECKED.

Nov. 1911.



SUNBEAM A TOTAL LOSS.

Nov, 1911.

BARK GOES ASHORE ON WOLFE ISLAND AT DARIEN, GA.

Left This Port Ten Days Ago to Load Lumber at Brunswick for Cape Verde Islands—Crew Escapes with Safety—No Passengers Aboard.

News has been received in this city that the old whaling bark Sunbeam, formerly owned by the J. & W. R. Wing company and now in the Cape Verde packet trade, is ashore at Wolfe Island, Darien, Ga., and will be a total loss. The bark Sunbeam, in command of Captain Isaac Azuly, left New Bedford a week or ten days ago for Brunswick, Ga., to load lumber for the Cape Verde Islands. Captain Manuel Ferreira, the owner of the bark, left the city several days ago for Brunswick to join the bark and make the return trip to the islands. There were no passengers aboard the bark and it is believed that the crew escaped safely.

The Sunbeam on her last whaling voyage made a year or two ago was one of the oldest whalers sailing from New Bedford. She was built in the middle of the 19th century, and for nearly 50 years sailed out of this port as a whaling vessel. When she was sold by the Wing company Captain Silvia purchased her for $1500, and after making a voyage to the Cape Verde Islands was sold to Captain Azuly and Captain Ferreira.

LIST OF VESSELS LOST.

FORTY-THIRD ANNUAL REPORT PRESENTED THE STANDARD.

More Than 300 American Vessels Lost During 1911—196 Drowned—Names of Vessels Lost in Region of New Bedford.

Feb 6-12

The "Forty-third Annual List of Merchant Vessels of the United States," published by the government, has just been presented to The Standard through the courtesy of Rufus A. Soule, collector of the port. In this list the report is made that a total of 315 American vessels were lost during the fiscal year 1911, having on board 2750 persons, and that 196 lives were lost.

The following is a list of American vessels reported to have been lost during the fiscal year 1911 in waters of this region:

Schooner Abbie G. Dole, stranded Dec. 15, 1910, on Vineyard Haven shoals; schooner Ada Adams, stranded Aug. 29, 1910, on Nantucket shoals; schooner Belle Halladay, collided with schooner General E. S. Greeley, Dec. 13, 1910, on Pollock Rip shoals; schooner-barge Corbin, stranded Jan. 10, 1911, Peaked Hill bar, Cape Cod; schooner Estelle S. Nunan, burned by explosion May 17, 1910, Provincetown; schooner Etta M. Story, stranded April 30, 1911, on Block Island; schooner Lillie A. Wilson, foundered May 22, 1911, in Vineyard sound; schooner Majestic, foundered June 10, 1910, Cape Cod; schooner Marcus Edwards, foundered Dec. 15, 1910, off Cape Cod; schooner Mattakeesett, stranded March 5, 1911, on Peaked Hill bar, Cape Cod; schooner Mollie Rhodes, foundered Dec. 15, 1910, Little Round shoal, Nantucket; schooner-barge Pine Forest, stranded Jan. 10, 1911, Peaked Hill bar, Cape Cod; schooner Silver Heels, stranded Jan. 5, 1911, on Shovelful shoals, Cape Cod; barkentine Stephen G. Hart, stranded Jan. 28, 1911, on Cuttyhunk; schooner-barge Stonington, foundered March 24, 1911, on Pollock Rip, Cape Cod; schooner-barge Trevorton, stranded Jan. 10, 1911, on Peaked Hill bar, Cape Cod; schooner William B. Palmer, stranded Sept. 29, 1910, on Davis shoal, Nantucket; gas screw steamer Letha May, foundered April 5, 1911, at Bass River; gas screw Olive May, stranded Dec. 7, 1910, Gay Head light; gas yacht Senta, burned Oct. 25, 1910, Edgartown; barge Scranton, foundered on Dec. 16, 1910, at Chatham.

William L. Kelley.

Nov 16 98

William L. Kelley, who for a great many years carried on a jewelry business at the corner of Purchase and Union streets, is observing his 74th birthday today. Mr. Kelley was born in Sydney, Maine, November 16, 1839, but since 1852 has been a resident of New Bedford, being in business continuously save for the period of two years and eleven months, which he served in a Massachusetts regiment during the Civil war.

LOSS OF THE THETIS

I found the account of the shipwreck of the Thetis, in New Bedford, in the public record and sent some young people to copy it, just as it is recorded, with capitals and peculiar spelling. I am sure the lists of passengers and crew will be helpful to some enquirers, and so send it to the Genealogical Department:

"Vol 2. page 312. The following distressing & very melancholy narrative of the Shipwreck of the Sloop Thetis, Captain John Tabor Jr, as given by himself in a Letter from Chas-town, S. C. Dated Dec. 12, 1809. . . .

"I sailed on the sixteenth November from New Bedford in Sloop Thetis of that place, bound for Savannah having on Board Including both Crew and passengers. Thirty-four Souls. On the 23rd we experienced a violent gale of Wind from the North East, which brought us too under a Trysail after having Scud six hours. At about 7 o'clock. P. M. we were struck as was supposed by a white Squall from the N. N. W. which Instantly upset us in Lat. 34-8, & Long. 76-30. the Sea rushed immediately into the Cabbin, where 22 of the passengers perished. or were washed from the Deck as they endeavored to escape out of the companionway. . the vessel lay upon her beam ends. upwards of 43 hours, during which time repeated efforts were made to cut away the mast. but without effect, she being almost wholly under water, and a heavy sea going, twelve of us being all who survived, on the Second day, lashed ourselves to the quarter rail. when two more, Joseph Crowell & Joseph Francis perished with cold & Fatigue on third day, the gale abating and the weather growing moderate, we cut the Shrouds & cleared away the mast from the wreck. & she nearly righted, but was full of water (sic). On the sixth day after being on the wreck, we saw a Ship, which hoisted American Colours, and bore down, we supposed to our assistance. but at sunset she lost

sight of us. the ship stood by all the night, during which time we could distinctly see her though it is believed we were not perceived by those on board of her. About daylight, a severe gale sprung up, and the ship loosing sight of us, proceeded on her course. We saw several other vessels pass us, but not near enough to be hailed. On the seventh day all of us except one man was washed from the wreck by a sea that unexpectedly broke upon us by much exertion four of us regained the vessel where I with the survivors Mr. A. F. Tabor, Amos Kelly, Braddock, Gifford & Thomas Snow wrapt our selves in a sail, spread a Cross the quarter rails, and there continued exposed to the Icicmcey of the Weather, and to the voracious sharks, which sported around us. Impatient for their prey, one of our companions having already fallen a victim to their Jaws, before our Sight. In this situation we continued seventeen days, Subsisting wholly on Raw potatoes, & Port Wine much damaged by the Sault water, when Captain Hudson of the ship William & Henry by an Interposition of heaven to affecting to be ever forgotten by us, came to our relief & snatched us from dispair, and Impending death, finding us cold, hungrey & exhausted he clothed us and fed us and by the tenderest exercise of hospitality & Kindness cheered us back to life. Not to acknowledge our obligations to so great a benefactor would be to suppress the Involuntary effusion of grateful hearts, for myself therefore as well as in behalf of my Surviving fellow Sufferers I take this public opportunity to express our warmest Acknowledgements to Capt. Hudson, and also to his mates & crew for the promptness & perserverance which they showed in rescuing us from a watery grave, as well as their humanity & attentions continued to us till our arrival in this port of Charleston, S. C. Charleston, So. Carolina, Dec. 12, 1809.

Persons Lost

1. Samuel Wing, } Traders.
2. Samuel Proctor, }
3. Nathaniel Proctor, }

Carpenters

4. Joseph Terry.
5. Uriel Shearman, } Three brothers.
6. Nathaniel Shearman, }
7. William Shearman, }
8. Claghorn Pease
9. Edmund Pope.
10. Issachur Sampson.
11. Bradford Williams.

Cabinet Maker

12. Nathaniel Butler.

Painters

13. Timothy Taber.
14. Joseph Crowell.
15. Francis Washburn &
16. Charles Washburn his apprentice.

Brick Layers

17. Nathaniel Williams.
18. Richard R. Grinnell.

Mason

19. Henry Tool.

Blacksmith

20. Consider Smith.

Shoemakers

21. Wm. Jenne.
22. Thomas Manchester.
23. Jonathan Hicks &
24. Abner (?) Hicks, his apprentice.

Caulker

25. Lemuel Clarke.

Mate

26. Ebenezer Jenne.

Seamen

27. Josiah Hammond.
28. Joseph Francis.
29. Stephen Young.

Nineteen of the above persons had families, and all of them lived in or near New Bedford.

Persons saved, viz. Capt John Taber, Jun, master of the sloop; Thomas Snow, Asa. F. Taber, Amos Killey, Bradford Gifford; a True Copy from the New Bedford Mercury of Jan. 2, 1810.

Recorded gratis. William John Proud, Town Clerk.

John Taber, Jun., captain, was son of Humphrey Taber and Abigail. Her name not found and desired. Humphrey Taber was son of Antipas Taber and Hannah Tallman. Antipas, son of Amos Taber and Mary Lapham; Amos, son of Joseph and Lydia (2) Spooner; Joseph, son of Thomas Taber and Esther Cook, and Thomas, son of first Philip Taber.

In looking up this family I was misled by some references, and found difficulty in placing Amos and Antipas, but proved the above by a visit to the records. Notes, taken some time back, said Amos married Mary Easton; Lernard said Easland. I found on the records it was written Easion. I still wonder where the names Freeman, Antipas and Humphrey come from in the children of Antipas and Hannah (Tallman) Taber. I cannot find them in the Lapham family, unless the Russell grandmother gets them from her mother, maiden name unknown.

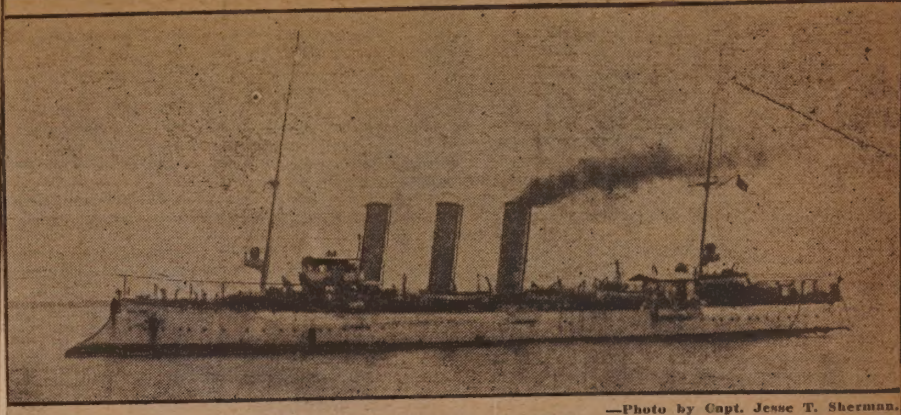
M. L. T. A.

Comment on Note *1348. Loss of the Thetis—M. L. T. A., Feb. 27, 1911. Among those lost I note three Sherman brothers: Uriel, Nathaniel and William, all carpenters. Can M. L. T. A. tell where they were from, or whose sons they were? As those lost are said to have been of, or near New Bedford, it is very likely that thes Sherman brothers belong among the descendants of Philip (1) Sherman, of Rhode Island.

F. D. S. N.

FIRST FOREIGN WARSHIP TO VISIT THIS PORT.

German Cruiser Bremen Has Practice in Buzzards Bay.



—Photo by Capt. Jesse T. Sherman.

THE CRUISER BREMEN.

PRACTICES IN BAY.

THE BREMEN FIRES TORPEDOES WITHIN THREE MILE LIMIT.

Aug. 25, 12.

Fires Eight Shots at Theoretical Battleship from Different Ranges—Anchors Off Fort Rodman and Fires National Salute—Calls Exchanged with Fort.

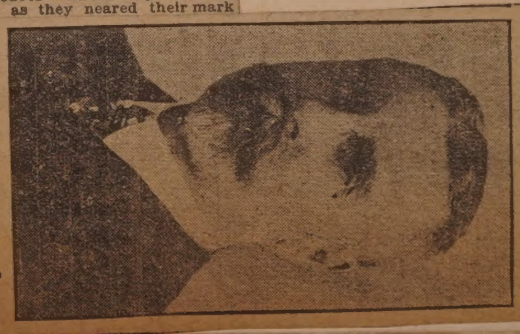
Adhering to her program as announced in The Standard, the German cruiser Bremen engaged in torpedo practice in Buzzards bay on Thursday afternoon, firing eight torpedoes at a theoretical battleship which was formed by two of the cruiser's cutters towed behind the tug S. C. Hart and kept at a distance of about 50 yards apart. The practice was confined to the island side of the bay within the three mile limit, the cruiser steaming up and down from the west end of Pasque and as far as Naushon to the eastward. The targets were towed about 500 feet behind the tug.

The first torpedo was discharged from the tubes in the bow at 1 30 and then at intervals of every half hour until about 4 30 the practice continued. Ranges were gotten at every conceivable angle and with the tug towing the theoretical battleship at half speed and then at full speed. After every shot a small launch darted from the side of the tug and picked up the torpedo which had been discharged and, taking it aboard, towed it to the cruiser.

Secrecy was maintained throughout the practice and no visitors were allowed even on board the tug. The cruiser steamed up and down along the shore of the islands while the tug kept her nose pointed most of the time towards the head of the bay. It was impossible to distinguish the torpedoes when they left the tube but as they neared their mark they rose closer to the surface and left a wake which resembled the slick of a motor boat.

The object of the practice was to have the torpedoes come to the surface between the two target boats and according to Captain Pierce of the tug who watched the practice the German sailors were very good marksmen.

The practice was concluded at about 4 30 and about 5 30 the cruiser came to anchor about a mile and a half southeast of Fort Rodman. A national salute of 21 guns was fired which was returned by the fort. Second Lieutenant Pendleton of the 52nd company went off from shore at once, in the large launch and paid his respects of Captain Goette. Today Lieutenant Guthrie made an official visit to the cruiser at 10 o'clock when the usual pleasantries were exchanged. Captain Goette returned the call immediately on Lieutenant Guthrie's return to the fort.



Dr. Charles R. Hunt. Oct 19, 8

HONOR DR. C. R. HUNT.

ELECTED GRAND LECTURER BY GRAND COMMANDERY, K. T.

GRAND LECTURER OF GRAND COMMANDERY, K.T.

50

NAMING THE CITY'S SCHOOLHOUSES.

Nov 10, 1912

Practice Dates Back to 1889, When Building on Court Street Was Named for Henry F. Harrington—Miss Winslow Only One to Have School Named for Her During Her Lifetime.

The fact that the school committee at its last meeting considered the naming of the new schoolhouse on Katharine street, the two names suggested being the George Washington school and the William E. Sargent school, makes of interest some consideration of what New Bedford's policy has been in the naming of its schoolhouses.

If the school is called the George Washington school, it will be the second to be named for a distinguished figure in American history and the second to be named for a president of the United States. If, on the other hand, the name of William E. Sargent is chosen, New Bedford will have two schools named for citizens who are remembered chiefly because of their service as teachers.

Up to 1889, the city did not name its schoolhouses. They were known usually by the name of the street on which they were located, sometimes, as in the case of the Cannonville school, by the name of the section of the city that they served. When the schoolhouse on Court street was begun, in 1888 or 1889, it was decided to make it a memorial to the late Henry F. Harrington, New Bedford's second superintendent of schools, who was thus the first individual to be honored by having a schoolhouse named for him. The school is now commonly known as the Harrington school—its official designation is the Harrington Memorial and Training school. Mr. Harrington was the second superintendent of schools New Bedford had, held that office for a great many years, did much to build up and maintain at a high standard the public school system; and if, in giving for the first time the name of a citizen to a school building, the committee desired to honor a man who had rendered valuable service to the schools, no more appropriate selection could have been made than Henry F. Harrington.

There are now 30 schoolhouses in active service in the city. Of these 17, more than half, are not named—or, rather, they are named simply for the streets on which they are situated. The High school is included in the 17. Twelve of them are named for persons, and one, the new building on Katharine street, will be so named in the near future.

Of the named schools, three bear the names of women. The Sylvia Ann Howland school on Pleasant street between High and Kempton, built in the early 90's, was the third school to be named and the first to be named for a woman. No woman, up to that time, had ever done as much for the city and for the cause of education in New Bedford, as Miss Howland. She gave the sum of $100,000 to be expended in the building of the water works, and another $100,000 to be used for purposes of education. The latter sum was expended on the water works under an arrangement which provided that the city should pay six per cent. interest on it every year, $3,000 to go to the school committee and $3,000 to the free public library. Today, that annual charge of $6,000, while not a great financial burden on the taxpayer, is regarded as an unbusinesslike handling of the fund; but whatever the objections to it on that score, they are not blamable on Miss Howland, the financing of the bequest having been decided on after her death.

The next schoolhouse to be named for a woman was the Mary B. White school on Pleasant street at the corner of Maxfield. It is probable that very few people today know who Mary B. White was that the city should give her name to one of its schools. She was for many years a public school teacher, was the only New Bedford student at the Agassiz summer school at Penikese, and was principal of the first training school for teachers established here.

Miss Betsey B. Winslow,
Who Enjoys the Unique Distinction of Having a School Named for Her During Her Lifetime.

The third woman to be honored in this was Miss Betsey B. Winslow. Miss Winslow's unique distinction is that she is the only living person whose name is borne by a school building. She was for many years a member of the school committee, so that a good part of her life has been devoted to service to the schools. The building named for her is the one newly erected on Allen street.

Shortly after the Harrington school was built a new schoolhouse was erected on Division street and named the I. W. Benjamin school. Mr. Benjamin was a prominent member of the school committee and for a long term of years chairman of the committee on expenditures.

Since that time, all schoolhouses erected in New Bedford have been named for people. The schoolhouse on Shawmut avenue was named for Horatio A. Kempton, who was a conspicuous citizen in his day, interested in public affairs and a member of the school board. The Thomas A. Greene school on Fourth street, which replaced the old Bush street school, was named for a man who was something of a leader in educational work. He served a number of years on the school committee and from 1844 to 1847 was chairman, in which capacity he performed many of the duties that afterward devolved on the superintendent. At that time there was no superintendent of schools.

The Dunbar school, at the corner of Dartmouth and Dunbar streets, was named for George H. Dunbar, a mayor of New Bedford, a member of the school board and a member of the board of library trustees.

Hosea M. Knowlton, for whom the Knowlton school was named, was a district attorney and an attorney general of the commonwealth and one of the leading members of the Bristol county bar. He also served on the school committee, as did his wife, Mrs. Sylvia B. Knowlton. Robert C. Ingraham, for whom the Ingraham school was named, was the first librarian of the free public library. He held the position until his death, when George H. Tripp succeeded him, and the bestowing of his name on a schoolhouse, coming not long after his death, was a well deserved honor to the memory of a man who had done so much to advance the cause of education in that great ally of the schools, the public library.

John H. Clifford was among the most distinguished of New Bedford's citizens. He was attorney general of the commonwealth and afterward governor of the state. He was, in fact, the only New Bedford man ever elected governor.

When, about 18 years ago, it became necessary to build a new grammar school at the south end to relieve the Ingraham school, it was decided to locate it between Acushnet avenue and Fourth street at the corner of South. Here stood the homestead of Thomas Donaghy, a citizen prominent in public affairs and for a number of years a member of the city council. When it came to naming the school it was decided to name it for Mr. Donaghy.

The Brock avenue schoolhouse is named for William H. Taylor, a native of Newport and a prominent citizen of New Bedford. Mr. Taylor was for 20 years secretary of the Mutual Marine Insurance company, was a deputy collector of the port, served in the board of aldermen, was chief engineer of the fire department and, for 14 years, a member of the school committee, part of the time as chairman.

James B. Congdon, another citizen for whom a school was named, was extremely conspicuous in the public life of New Bedford. He was a selectman of the town of New Bedford, was president of its first common council, and was for many years city treasurer. He was also an organizer of the company which introduced gas into the city, and a member of the first water commission. Probably no man was more deeply interested in local history and through his foresight many documents which are of great value from a historical standpoint were rescued from destruction and saved for preservation in the library.

The Rodman school at the west end was named for the late Thomas R. Rodman. Captain Rodman was never in the school committee, but served one year as a member and president of the common council in 1878. When the war broke out he organized company H of the 38th Massachusetts and became its captain. He was a fine type of citizen, and the honor of naming a school for him was recognized as being wisely bestowed.

When the new schoolhouse on Bowditch street was built a few years ago, the school committee, in response to a request of the Grand Army, departed from the custom of using only the names of New Bedford people, and named the building the Abraham Lincoln school. It is now proposed to call the Katherine street school the George Washington, although there appears to be no particular demand for it. To call it the William E. Sargent school would be more in keeping with the city's policy, and a name not hitherto suggested publicly, but regarded as eminently appropriate as doing honor to a man who served a great many years on the school committe and who rendered valuable service there, is that of the late B. S. Batchelor.

D. A. R. CHAPTER.

Oct 30 1912

Mrs. Henry A. Sherman App
Regent of Branch in This

A branch of the national s
Daughters of the American R
tion, was formed in this city
day at a meeting held in the
hall of the Free Public library
Henry A. Sherman is regent
New Bedford chapter, the app
being announced by the state
Mrs. James G. Dunning of Spri
under authorization of the n
society in Washington.

About 75 women attended the
ing and listened to an address b
Dunning, descriptive of the
and aims of the society. Muc
thusiasm for the organization
new chapter was manifested,
papers of many applicants fo
bership were taken for exam
Eligibility for membership r
the proving of direct lineal
from a participant in the Rev

A name for the chapter w
cussed, but no action was take
terday.

There are in this city chap
the state branch of the Daugh
the Revolution. The two org
tions are distinct, the D. A. R
the older society, having been
ized in Washington on Oct. 11
The D. R. was organized in Ne
city on Aug. 20, 1891.

Owing to the fact that the b
meeting took up so much ti
night no officers were appoin
meeting for the appointment
ficers will be held at a date
distant.

Nov 18, 1912

F. HOPKINSON SMITH B

Tells About Arrest in London
Sketching on Street.

New York, Nov. 18.—News
arrest in the streets of Londo
Hopkinson Smith, author, pain
engineer, was brought to port
Hamburg-American liner A
The sources of this informati
F. Hopkinson Smith himself
author had an idea for sk
it was a good one, he said, bu
he put it into practice in th
and congested district of Hig
born, in front of Staples's
was "pinched" by a bobby.

The author, who had been
in London," said Mr. Smith
that is by the aid of a taxi.
sit in his taxi above the head
crowd and sketch with ease
weather and in rain. I mad
40 sketches, chiefly in the sect
lating to Thackeray and his
All went well until I tried t
sketch of Staples's Inn in Hig
burn, and I was arrested for
ing a crowd. When the po
ficials learned who I was an
I was doing I was released a
that I might sketch anywhere
any time from a taxi."

Mr. Smith said that the
people showed an abundance
pathy when they received, t
of the shooting of Roosevelt
subsequent speech in Milwauk
a bullet in his breast. He
saw tears in the eyes of Eng
as they read the reports on
letin boards.

The author, who had been
ing in Venice, Rome, Holland
and England, declared he w
fident there would be no
European war, as the bank
are the people to make wars
would not permit it, realizing
did, he added, that it would
rupt civilization for 20 years.

Mr. Smith said he regret
ceedingly that the Republica
had dealt Mr. Taft a hu
defeat that he did not deser

ABLES AMONG THE MEMBERS OF OLD COLONY CLUB ASSEMBLED AT PADANARAM.

Aug 1913

t to Right—Thomas Taggart, Chairman of Democratic National Committee; Walter Rapp, Secretary of Club; Captain Miller, of Cape Cod Coal Company; Professor Theler of Dartmouth College.

FIRST BAPTIST CHURCH CELEBRATES 100TH ANNIVERSARY OF CHURCH SUNDAY.

June 21, 1913

FORMER PASTORS OF THE FIRST BAPTIST CHURCH.

Top—Joseph S. Swaim, 1890. Henry Jackson, 1838-1845. James C. Hilden, 1887-1889.
Centre, Standing Left to Right—John Girdwood, 1850-1865; David Curtis, 1825-1826. Sitting, Left to Right—Rufus Babcock, 1846-1850; James Barnaby, 1819-1823; Asa Bronson, 1831-1833; Silas Hall, 1817-1819.
Bottom—Hiram K. Pervear, 1880-1886. Daniel D. Winn, 1866-1879. John O. Choules, 1833-1838.

ELIOT D. STETSON NEW PRESIDENT OF WAMSUTTA CLUB.

Eliot D. Stetson.

1914

At the annual meeting of the Wamsutta club held last evening the following officers were elected:
President—Eliot D. Stetson.
First Vice President—William R. Wetherbee.
Second Vice President—Walter H. Longshaw.
Secretary—Clifton W. Bartlett.
Treasurer—William S. Cook.
Three Directors—Frank A. Cummings, William H. Fox, James E. Standish, Jr.
Committee—Seth J. Besse, William E. Desmond, Arnold C. Gardner.

Her Quaint Quaker Garb Long Familiar Here.

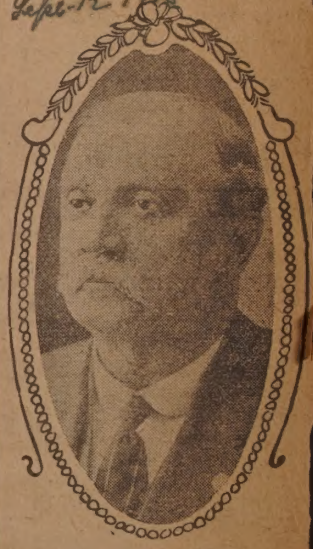
July 1918

MRS. SARAH HOLMES DIES.

Death of Former New Bedford Friend Who Was Prominent Magazine Writer.

For over a quarter of a century many New Bedford citizens were familiar with the characteristic Quaker face and dress of Mrs. Sarah A. Holmes, who died in New Jersey on Monday. During her later years Mrs. Holmes had been residing with her daughter, Mrs. W. H. P. Walker, in East Orange. She was a member of the Society of Friends; and during her residence in New Jersey, of Rahway Meeting in particular, a branch of the Philadelphia Yearly Meeting. Early in life she was identified with special hospital and prison work in New York. Mrs. Holmes included among her friends a great many eminent Quakers both in this country and abroad. She retained her notable beauty even to advanced age, and her genial hospitality will be remembered by many. She is survived by one daughter, Lydia LeBaron Walker, and two grand-daughters. Since leaving New Bedford Mrs. Walker has become a successful magazine writer.

Sept-12 1913



Dr. W. J. Nickerson.

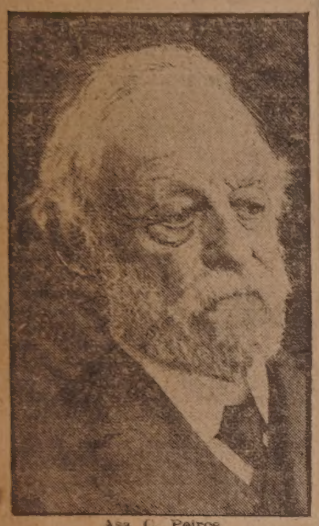
Dr. W. J. Nickerson is 69 years old today. He was born in Litchfield, Me., September 12, 1844, and received his early education there. In 1862 he enlisted in a Maine regiment and served until the end of the war. Then he returned to Maine and attended the medical school at Bowdoin. He has been in practice in this city many years.

NINETY YEARS OLD,

ASA C. PEIRCE HAS LIVED HERE SINCE 1829. Oct 16, 1913

Formed Firm of Peirce and Bushnell and Was in Business Here Many Years—Sees Many Changes in New Bedford.

Asa C. Peirce is 90 years old today. At his home on Pleasant street he is quietly celebrating this anniversary with his wife and his only daughter, Mrs. Frank M. Bisbee, and receiving the congratulations of his friends. Mr. Peirce, while not a native of New Bedford, has lived here ever since 1829, when he moved here from Somerset. He was born there six years before. He was in the first class that ever went into the old high school, long since demolished, on Elm street.



Asa C. Peirce.

There were 29 boys in the class and John Emerson was the teacher. Twenty-eight boys and the teacher have all gone, and Mr. Peirce is the sole survivor. When he finished his two years' course at the high school (the course ran but half of its present length at that time), Mr. Peirce went to work at William C. Taber's book store on Union street. Industry and business sense soon pushed him into the firm, which became known as Charles S. Taber & Co., Charles being a son of William C., who retired. Back in the fifties the firm branched out into two stores, one at the old location and one on the northeast corner of Union and Purchase streets. Mr. Peirce kept with the Tabers until 1884, when he formed the firm of Peirce and Bushnell and went into the art and picture business. He was engaged in this for 16 years, and then in 1870 retired from business.

Mr. Peirce says he has never regularly considered himself of any political party, though he says he has voted for every Republican candidate for president since Fremont in 1856. Previous to that he voted various tickets, casting his first presidential vote in 1844 for James K. Polk, the Free Soil candidate.

"But it has never been on account of party," says Mr. Peirce," but in each case because I thought the Republican candidate was the best man. Those days when the slavery agitation was hot, back in the campaign of 1852 for instance, when the Missouri Compromise had been repealed and the fugitive slave law enacted, were troublous times in politics."

All kinds of changes has Mr. Peirce seen during his eighty-four years here in the city. "I used to go along the streets and know who was who even if I did not know quite everybody I met," said he to a Standard reporter, "but now it seems sometimes as if I was in a foreign country. There certainly is a confusion of tongues from all the European nations on our streets. Then the city looks a vast deal different from what it did some years ago, with all the new buildings that have gone up recently. When Purchase street is widened it won't look quite like the same place.

Mr. Peirce is a brother-in-law of Charles H. Church, the druggist.

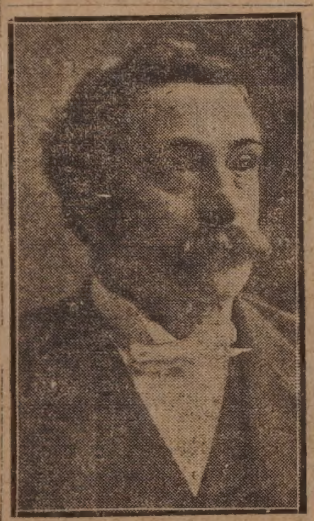
TWENTY YEARS' SERVICE

Dec 18, 1913

REV. C. F. HERSEY COMPLETES SECOND DECADE AT MISSION.

Sees Property Grow from $7,000 to $60,000—Two New Buildings—Will Present Twenty-years' Review on January 14.

Rev. Charles F. Hersey, city missionary, is completing his twentieth year of work in this city as city missionary. When he came here, Jan. 1, 1893, the City Mission consisted of a little building on the corner of Leonard and Water streets, where two Sunday services were held and where the city missionary had office hours two days a week. Today the mission



Rev. C. F. Hersey.

has the Dennison Memorial building open every day and night with gymnasium for men and girls, a lodging house with ninety beds and a woodyard, a Loyal Temperance Legion work for boys and girls, a dispensary with six doctors in regular attendance, 11 clinics a week, Bible classes, and a summer school.

Whereas twenty years ago the property owned by the society had a value of about $7,000 now it would be reckoned at $60,000. The growth has been gradual but steady. Fifteen years ago the lodging house was started in the top story of a building at 25 South Water street with fifteen beds. Now there is a building and woodyard with accommodations for 90 men at the corner of Mill and Second streets. Mr. Hersey will present his annual report January 14. It will be somewhat in the nature of a twenty years' review of his work at the mission.

UNANIMOUS CHOICE FOR PRESIDENT OF DARTMOUTH CLUB.

Oct 9, 1913

Edward H. Cook.

Edward H. Cook has been nominated for the position of president of the Dartmouth club, and as there is no opposition to him, he will be elected at the annual meeting of the club next Wednesday evening, Oct. 15. Mr. Cook has been a member of the club for many years and has always been actively interested in all that pertained to the extension or the betterment of the organization. The other officers nominated are as follows:

Vice President, Allen W. Milliken; secretary, Laurence H. Barney; treasurer, Horace Wood; four directors for three years, Andrew J. Currier, Allison R. Dorman, James W. Hindle, Robert C. Sherman; director for two years, Joseph Walsh; director for one year, Thomas Hersom, Jr.

The nominating committee consisted of Harry B. Wood, John L. Burton, Walter H. Bassett, John W. Paul and George H. Nye.

Rev. William Wade Ryan.

Oct-1913

A REMARKABLE STAGE MAKE-UP.

Dec. 30. '11

In the above picture are Andrew E. Hathaway as portrayed by himself, Andrew E. Hathaway as portrayed by Rollo Lloyd of the Lonergan Players, and Mr. Lloyd as he appears off the stage. Even without their respective labels, no one who knew the two men would have any difficulty in telling which was which, but it is doubtful whether any one could look more like Mr. Hathaway without being that gentleman, than Mr. Lloyd has made himself with the aid of whiskers, paint, clothes and hat.

Mr. Lloyd as Mr. Hathaway was the hit of the little play presented Wednesday evening at the Lonergan Players' gambol, and he repeated the make-up Friday to pose for the Standard photographer. In working up his disguise, Mr. Lloyd was guided partly by memory, and partly by a cartoon of Mr. Hathaway once published in the Standard. The remarkable perfection of the make-up was brought about by careful experimenting. Before he appeared at the Standard today, he spent an hour and a half producing the effect desired.

The make-up requires distance and artificial lights to give the desired deception. At a close inspection and in daylight, it looks crude. Every individuality of Mr. Hathaway's features are accentuated. The bushy eyebrows are made more bushy. Dark lines under the eyes are added; the side whiskers are made bushier than in life. Mr. Lloyd began by taking brown and gray crepe hair and mixing them together. He took twice as much hair as was necessary, adjusted it on his cheeks, and then carefully trimmed it until he had reproduced Mr. Hathaway's familiar side whiskers. He then touched up the whiskers with powder to produce the desired light places, bearing in mind that they were to be seen by an audience some distance away, rather than close at hand.

Grease paint was then put on the nose in a lump, and shaped. The paint was used, instead of the usual nose putty, because he believed paint would photograph better than putty. A pillow from Mr. Lonergan's chair was stuffed under a waistcoat of Mr. Hathaway's, to produce the portliness desired. He also wore Mr. Hathaway's watch and chain, and his hat,—a brown Stetson. A large diamond of the 90 karat variety, sparkled on his shirt bosom.

Mr. Lloyd has had considerable experience in character parts,—but it is doubtful whether any impersonation of his ever caused more delight to his audience than did his appearance as Mr. Hathaway at the Lonergan Players' gambol the other evening.

Isaiah C. Dade.

Edward A. DeWolf.

Captain John W. Donaghy.

Lieutenant Willis C. Underwood.

Nov 12, 1912

AMERICAN ARMORED CRUISERS THAT ARE GOING TO TURKEY.

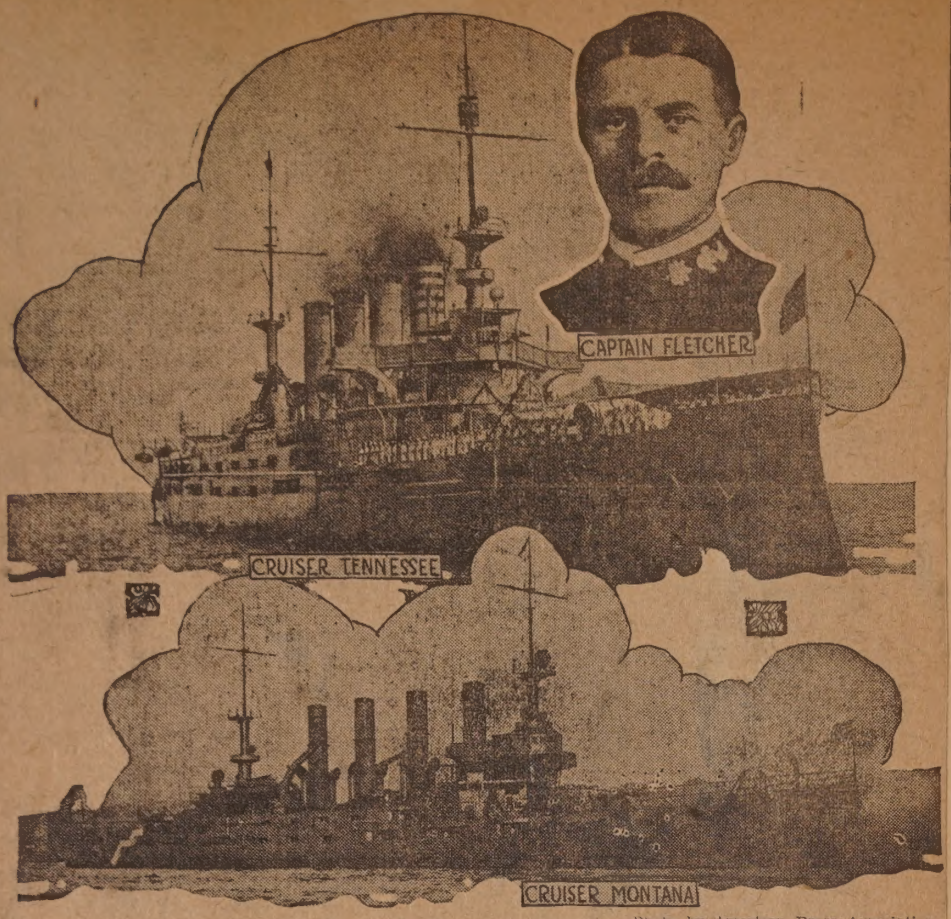


Photo by American Press Association.

Philadelphia, Nov. 12.—The armored cruisers Montana and Tennessee are being fitted as rapidly as possible for the journey to Constantinople. Marines from all the navy yards on the Atlantic coast are headed in this direction to be rushed to the defense of American citizens and missionaries in the Orient. In addition to the full complement of 700 bluejackets that each ship will carry as crew, one company of marines will go on each cruiser. The two cruisers are sister ships, and each carries four ten-inch guns, fourteen six-inch guns and eighteen three-inch guns.

TO PROTECT AMERICANS

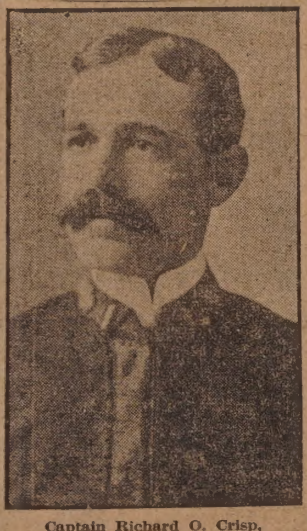
REVENUE CUTTER UNALGA ORDERED TO ASIATIC TURKEY.

Nov. 9, 1912

United States Government Intercepts Captain Crisp's Vessel at Port Said, Fearing Moslem Uprising Against Foreigners.

Washington, Nov. 9.—Spurred on to more speedy action by the impending crisis in the Balkan war, the United States government today intercepted the American revenue cutter Unalga, at Port Said, on her maiden voyage around the world, and ordered her to rush to the coast of Asiatic Turkey to protect American life and property in the event of a Moslem uprising against foreigners.

The Unalga, the newest and latest type of revenue cutter, will patrol the coast of Asia Minor pending the arrival of the cruisers Montana and Tennessee. These two big ships, under rush orders for the Mediterranean, will not be able to sail from Philadelphia until Monday, and it will require two weeks to make the voyage. The United States station ship Scorpion will remain at Constantinople to afford protection to Americans there. Should anti-foreign feeling in Turkey be fanned into a flame as a climax of the struggle between the Christian and the Turk before the arrival of the United States warships, it is generally supposed here that the British men-of-war around Constantinople would afford protection to the interests of American citizens, if the Scorpion's protection is inadequate. Color was given to this belief by a conference today between President Taft and James Bryce, the British ambassador, at which it was presumed the Balkan situation was discussed. Such an understanding with Great Britain in European Turkey and the assignment of the Unalga to the Asiatic coast seem to constitute predictions possible for the protection of American interests at the moment.



Captain Richard O. Crisp, of the Revenue Cutter Unalga.

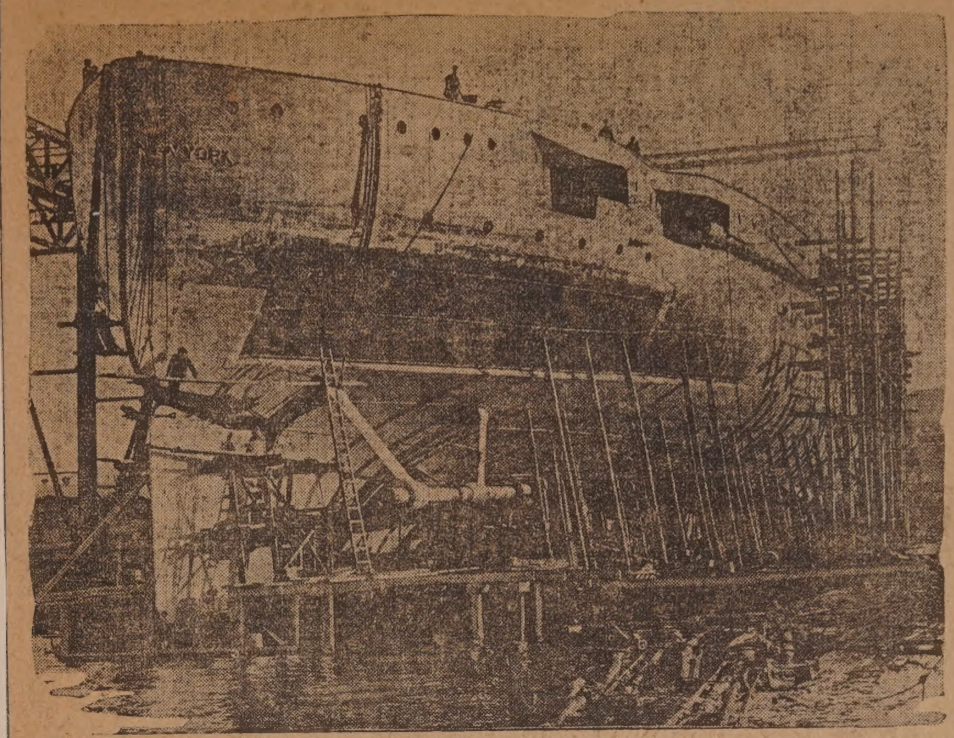
The Unalga will first go to Beirut, on the Syrian coast and only one day's sail from Port Said. After ascertaining the situation there, the cutter will steam at highest speed northward for Smyrna. There are large American missionary and educational institutions and commercial interests at both these points. There is no intention of sending the revenue cutter to Constantinople at this time.

The Unalga can easily afford transportation for more than 1,500 people to safety and return for more. She is a 1,100 ton vessel, armed with three high power six pounder rapid firing guns. She can make 13 knots an hour. Captain R. O. Crisp commands the ship and she has a crew of seventy men.

American Ambassador Rockhill at Constantinople advised the state department today that six more vessels would be sent by European powers to reinforce the six comprising the international fleet already lying at anchor in the harbor of Constantinople. He reports Constantinople orderly but in the absence of reliable information concerning the military situation a good deal of unrest prevails.

Captain Richard O. Crisp is well known in New Bedford, having married Lucy C. Howland, a daughter of Philip and Avis Howland of this city.

BATTLESHIP NEW YORK LAUNCHED TODAY



40,000 SEE LAUNCHING.

MISS ELSIE CALDER CHRISTENS GIANT SEAFIGHTER.

President Taft and Secretary of the Navy Meyer at the Launching of World's Titanic Warship at the Brooklyn Navy Yard.

New York, Oct. 30.—The super-dreadnaught New York, greatest of the world's seafighters, was launched today at the Brooklyn navy yard in the presence of 40,000 persons, including President Taft and the secretary of the navy. Miss Elsie Calder, daughter of Representative William N. Calder of Brooklyn, christened the ship.

The New York is government built and has been under construction since September 11, 1911. She slid from the ways about 40 per cent completed. It is estimated that another year and a half will be required before she is ready for her trials and can take her place with the Texas, now under construction at Newport News, at the head of the American navy.

From the time the New York's keel was laid, until the great hull was water borne a trifle more than thirteen months elapsed. This demonstrates, according to the navy authorities, that the government at its own ship yards is capable of placing a dreadnought in commission as rapidly as any other nation. Had the demand for the vessel been imperative, it is said at the Brooklyn navy yard, this time might have been reduced a month, probably two months.

With all stores and ammunition aboard, the New York will have a total displacement of 26,367 tons, which is about 1,000 tons more than the dreadnought Arkansas, the pride of the Atlantic fleet at its recent mobilization in the Hudson river. Her length is 573 feet, and her breadth 95.25 feet. This will permit her passage through the Panama canal. She will be equipped with two vertical triple expansion engines and with fourteen boilers developing 28,100 horse power. With this power, it is estimated, the great ship will make 21 knots on her speed trials. Both the dreadnoughts Utah and North Dakota exceeded this, making 21.04 and 21.01 knots respectively.

The estimated cost of the New York at completion is $10,000,000. The cost of the hull and machinery alone was $6,400,000. Her armament will consist of ten 14-inch guns, the largest ever placed on a battleship in the world. The Texas also is being armed with 14-inch guns, and the Oklahoma and the Nevada, the latest dreadnoughts ordered, will carry guns of equal size. The minor armament of the New York will be made up of twenty-one 5-inch rapid fire guns; four 3 pounders for saluting; and four 21-inch submerged torpedo tubes. In addition, there will be four 3-inch field rifles. Sixty-three officers and 1,009 men will man her.

The vessel's armor protection consists of 12-inch plate to her water line belt, and above the belt and extending to the main deck, 9-inch plate. Extending from the funnels to the turrets 12-inch plate will be used. On the gun houses 12-inch armor will protect the most exposed places; and 6-inch plates will shield other parts.

The New York was authorized by act of congress on June 24, 1910. Congressman Calder and Congressman Fitzgerald led in the fight to have the vessel built by the government at the Brooklyn navy yard, in preference to having the contract let to a private ship yard. Other battleships built at the Brooklyn navy yard were the Maine, which was blown up in the Havana harbor, the Connecticut, Rear Admiral Osterhaus' flag ship at a recent mobilization, and the Florida, of the dreadnought class.

To give the name New York to the latest and, with the Texas, the most powerful battleship of the United States navy, the cruiser that bore the flag of Admiral Sampson, at the battle of Santiago had to be deprived of that title.

Before the New York and the Texas are ready for commission within the next year and a half, other nations will have launched greater vessels, but for the present the United States takes front rank in the race for naval supremacy.

54

Oct 14, 1912

SHIP SERVICE ON BARK MORNING STAR.

Rev. Charles S. Thurber Leading the Service on the Morning Star.

An impressive ship service was held on the bark Morning Star Sunday afternoon at quarter of four o'clock, on the eve of her departure for the whaling grounds. The services, which of late years have been very few in number, attracted bout four hundred people to the wharf at which the bark was tied, some to see the services for the first time and others to have them bring back tender memories. The singing was led by Mrs. Etta Humphry, who also played the accompaniment on the organ. Rev. Charles S. Thurber took the text for his sermon from the fifteenth chapter of Luke. Following the sermon there were musical selections and recitations. The agent of the ship, Augustus G. Moulton, presented every woman present a post card of the bark Morning Star with all her sails set. Those who contributed to the collection for the New Bedford Port society were heartily thanked by Mr. Thurber.

MRS. CLEVELAND TO WED

Oct 30, 1912

WILL BECOME THE WIFE OF A COLLEGE PROFESSOR.

Widow of Former President Authorizes Announcement of Her Engagement to Princeton Graduate by President of Princeton University.

Princeton, N. J., Oct. 30.—Mrs. Grover Cleveland authorizes the announcement of her engagement to Thomas J. Preston, professor of archaeology and history of arts at Wells college. The date of the marriage is not yet determined, but will be announced later.

Mrs. Cleveland is a graduate of Wells college and has been a trustee of that institution since 1887. Her wedding to President Grover Cleveland, which took place in the executive mansion during his first administration, was one of the notable events in the history of the White House. Her father, Oscar Folsom, was a partner of Mr. Cleveland, who, upon Mr. Folsom's death in 1875, became Frances Folsom's guardian.

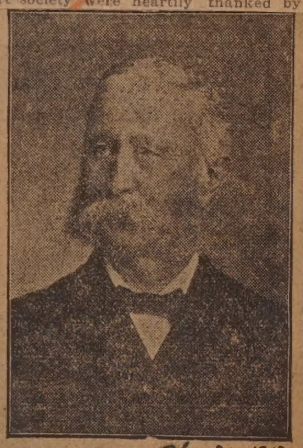
After his retirement from the presidency Mr. Cleveland made his permanent home in Princeton, and Mrs. Cleveland has continued to reside there since the former president died in 1898. Her two daughters, Esther and Marion, and her son, Richard F., are living with her there.

The announcement of the engagement was made last night by President John Grier Hibben of Princeton university, who said:

"Professor Preston is 50 years old. He is a graduate of Princeton and one whom we hold in very high esteem. As a young man he began his university studies at Columbia, which, however, were interrupted on account of illness. At that time he gave up the idea of completing his education and went into business, in which he made a very rapid and notable success, establishing himself at the head of a very prosperous manufacturing company in Newark, N. J.

Mrs. Grover Cleveland.

"After securing a substantial fortune and feeling keenly that continued business success could not compensate for his abandoned college career, he determined to attain the desired end which his earlier years had denied him. Although nearing



Apr 30, 1913

Charles H. Adams.

Charles H. Adams, well known as an authority on the weather, is 70 years old today. He was born on Nantucket, April 30, 1843. He engaged in the lumber business in Waterford, N. Y., for a time. He moved to this city about 40 years ago, and with his father, Z. L. Adams, and his brothers was a partner in a meat and grocery store. Later, he lived in Somerset, Waterford, and Pittsfield, and was in the gentlemen's furnishing business in the last two places. About 20 years ago, he returned to this city when his father died. He is a charter member of Pacific lodge, I. O. O. F., and also of Acushnet lodge, having served as treasurer of both. In 1902 and 1904, he was a candidate for alderman from ward three. In 1901, he ran for mayor and was defeated by Mayor Ashley. He has for many years kept minute records of weather conditions in New Bedford.

54

ITY'S NEW MOTOR FIRE ENGINE WEIGHS NEARLY EIGHT TONS WITHOUT LOAD.

Sept 9, 1910

...ens-Fox motor fire ...he city has purchased ...iate yesterday afternoon, ...eing given a test by the ...nent committee and offi... accepted by the city, and ...or $9000, the contract price, ... the representatives of the ...turers. The machine is the ...by far of all the city's motor ...us, weighing without hose or men 15,520 pounds. The piston pumps are forward of the hood, an innovation in fire apparatus, and with this arrangement the truck makes a most formidable appearance. It has capacity for 1800 feet of hose and will carry 24 men standing. Yesterday it was brought over the road from Fall River by men from the factory, who will remain here until the chauffeur who will be assigned to the engine familiarizes himself with the apparatus. The engine will be stationed at No. 4 house.

Yesterday the machine carried, upstanding, two new brooms, indicative of its clean sweep at the underwriters' test in New York, when it was the only motor engine of the fleet entered which came through with a perfect score in the 12 hours of continuous pumping.

John P. Ahrens of the Ahrens-Fox company, who was in New York for the tests, made the trip to New Bedford with the engine yesterday afternoon.

Goes to New York as Fibre Co. Agent.

George H. Booth.

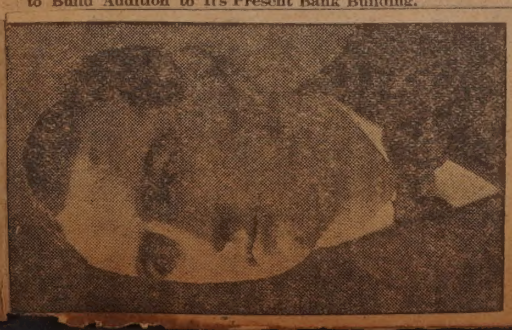
George H. Booth, former agent of the Booth mill, has taken the position of agent with the Hygienic Fibre company, with factories in New York and New Jersey. The concern manufactures surgical supplies. Mr. Booth will go to take up his duties immediately and later will remove his family to New York.

July 1910

...uilding, Which Merchants National Bank Is to Demolish in Order to Build Addition to Its Present Bank Building.

July 7

GERMAN EVANGELICAL LUTHERAN CHURCH, SOUTHWEST CORNER OF SUMMER AND KEMPTON STREETS.



Andrew P. Doyle.

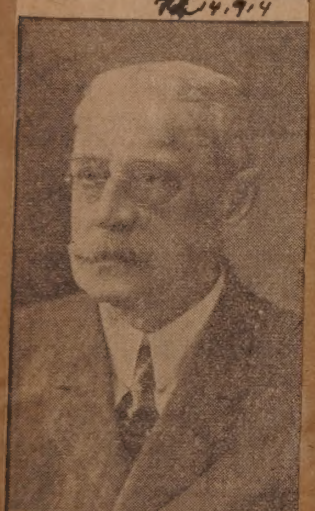
"Andy" Doyle, or perhaps more formally, Andrew P. Doyle, forgot that it was his birthday today until one of his friends met him on Pleasant street and advanced the hand of friendship and congratulation. Then it occurred to Mr. Doyle, who has been extremely busy during the past few days in his candidacy for the Republican nomination for senator, that August 15, 1869, he was born in Ireland, so that August 15, 1913, which be today, was the 44th anniversary of his birth. Mr. Doyle's parents, however, did not tarry long in Ireland after "Andy" appeared, and after a stop of a few years in Lancashire, where he was given an opportunity to get some real experience as a child laborer, the family moved to America, and showing superlative judgment, came directly to New Bedford. Mr. Doyle was then about 14 years old and he went at once into the cotton factories of the city. He finally became interested in politics, was alderman a couple of years, ran for mayor and did not make it, then ran for the legislature, landed at the first hop, and has been going back there so many years that it will sound funny to abandon "Representative" Doyle and say "Senator" Doyle next winter—providing of course he gets promoted to this new job, which he seemed supremely confident on his 44th birthday that he would be.

55a

VIEW OF GRANITE BASE OF BARNARD STATUE.

POLICE LIENTENANT 70 YEARS OLD TODAY.

14.9.4



Lieutenant Thomas W. Comstock.

Lieutenant Thomas W. Comstock of the New Bedford police force, a Civil war veteran, is 70 years old today. He was born in New London, Conn., February 14, 1844. At the age of 18 he enlisted in a Connecticut regiment which took part in many prominent battles in the Civil war.

After the war Mr. Comstock came to New Bedford and after a few years was appointed to the police force. In 1878 he was promoted to lieutenant, a position which he still holds.

THE BARNARD STATUE.

MODEL COMPLETED FOR THE GRANITE BASE.

Impressive Figures Symbolical of the Whaling Industry—Fellow Artists Regard Statue as Strongest Work of Sculptor G. J. Zolnay.

The Sunday Standard presents today two views of the statue which the sculptor, G. Julian Zolnay of St. Louis, is designing for George W. Barnard as a gift to the people of New Bedford. Mr. Zolnay has completed the model for the granite base of the statue, one side of which is shown above, the other side on page 2 of this paper. The figures on the base—the boy with the harpoon, the stalwart whaleman in the middle, the woman with the child, her hand upon his arm as if entreating him to stay—are symbolical of the whale fishery, as are the two figures on the reverse side who seem to be scanning the sea to glimpse the return of those who have braved its perils in search of whales. The shaft behind them is to be surmounted by a figure typifying the city's present position as an industrial and manufacturing centre.

Plaster models of the monument exactly as it will stand here are to be exhibted at the Panama-Pacific exposition in San Francisco. Artists who have seen Mr. Zolnay's design consider it by far his strongest work.

Mr. Zolnay will come east in a few weeks to arrange for the granite carving for the statue.

IN ONE BUSINESS DURING 37 YEARS A SPLENDID RECORD

Charles F. Cushing.

Harness shops in the old days, when the horse had no competition in the transportation business, were common things in the centre of the city, but today Charles F. Cushing has the only places of business of this character in the immediate centre of city. He has just completed 37 in the business, thereby establi a splendid record.

Nov 10. 1912

THE CREW OF THE BIG DREDGER NAVESINK.

nited States dredger Navesink
in this port Saturday to coal
take on provisions, and is
t Fish Island. The Navesink
to last January when the
New Orleans was built, the
uction and dragging dredger
orld and now ranks second,
Orleans being the largest.
ut the Navesink is at work
itherly end of Cape Cod,
of Shovelful Lightship,
ys in the week, when the
nits, she drags and sucks
m the shoal there. The
ovelful Lightship are the
ous menace to navigation
and statistics show that
208 ships have met with
here.

edger works only when the
calm and in a gale or storm
s in some sheltered place and
This is done on account of
ger to which the suction pipes
gs are exposed in rough water.
dger has a crew of 60 men
he employment of the engi-
department of the United
the headquarters being at
The vessel is equipped with
et engines for the work, two
ns one aft and the other for-
ich have a holding capacity of
ns apiece. The vessel averages
ur loads a day making a total
12,000 tons of sand dredged
day. After the bins are filled
dger moves about eight miles
ea and by means of a mechan-
ice the sand is let down by
of automatic traps into the

es about one hour and a half
a load and two hours to un-
at is taking in the time it takes
to the depositing territory.
is at least four years' work
of the dredger in the vicinity
moy Point which is about five
sail from New Bedford. The
has been stationed here about
n and taking five working days
it means that the dredger has
and deposited about 240,000
sand which constitutes the

The dredger is kept in fine condition, in the mess room the dressers and tables being snow white which shows that they receive much attention. The ship is equipped with electric lights, and will have a wireless plant as soon as arrangements can be made.

One interesting fact which is told about the ship is that when fully loaded with sand the water comes up to the port holes and the appearance is that the ship is about to go down. The above cut pictures a part of the

PERSONAL.

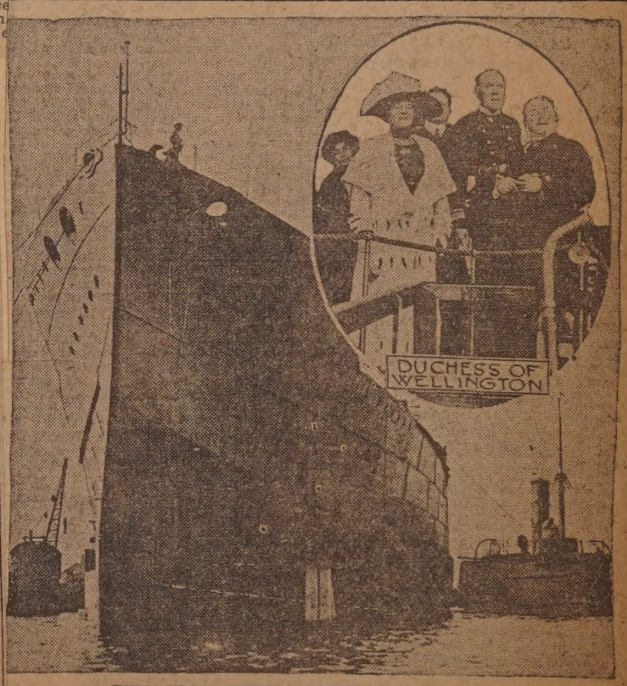
May 1918

J. Arthur Taylor.

J. Arthur Taylor, master at the state farm at Bridgewater and former keeper of the house of correction in this city, is 57 years old today. Mr. Taylor was born in this city in 1857, was educated in the public schools, and learned the trade of machinist at the Wamsutta mills. He was at one time assistant postmaster under David L. Parker and became keeper at the house of correction in 1898, resigning in 1909 to accept his present position.

Miss Helen Bullard, daughter of Dr. John T. Bullard of this city was a
r of the cast in "A Corner

ENGLAND'S NEW BATTLESHIP WILL HAVE ARMOR PROTECTION AGAINST POSSIBLE ATTACK OF AEROPLANES



THE IRON DUKE AFTER LAUNCHING.

Portsmouth, England, Oct. 30.—The Iron Duke, recently launched and
ow undergoing the finishing touches, is to have many innovations in bat-
eships. One feature will be an armored deck that is designed to protect
against missiles fired or dropped from airships. The Iron Duke will
ave ten 13.5 inch guns so arranged that they can be fired as a broadside.
he vessel was christened by the Duchess of Wellington, and many
otables attended the launching. The Iron Duke is of 15,000 tons dis-
acement, which is 1000 tons less than the Wyoming and Arkansas of the
United States navy and 4000 tons less than the Texas and the New York,
now being built.

56

Nov 18 1914

CLARENCE E. BRALEY'S EXHIBITION OF PAINTINGS.

The painting at the top is entitled "Baptizing at Fort Phoenix;" at the bottom "The Illusions of Thirst."

By Clement Swift.

A result of the cordial relations existing between the New Bedford Art club and the New Bedford Swain Free School of Design is an exhibition of a few of the works of Clarence E. Braley, which gives the public opportunity to become acquainted with this artist's style, and his comprehension of art. It seems appropriate that we should become familiar with our artists' work, and the present exhibition is an interesting one on account of the diversity of the subjects treated. An exhibition like this should be particularly attractive and instructive to pupils just entering on the field of art, for it shows how a man of quite mature experience has handled a number of subjects, each worthy of treatment.

Of course I am not to be understood as counseling any one to seek to treat any similar subject in the exact way Mr. Braley has treated it, for what is really precious in art is the individual treatment which each man gives his subject, but seeing these pictures may help another to find out a way for himself. In this connection I remember what an old friend of mine, a gifted artist and author, says in an admirable book somewhat recently published: "Each painter must look at all times out of his own eyes, and not through the eyes of his brother * * *.* any surrender of personality, therefore, can lead to only one goal—the abyss of artistic worthlessness."

For myself, I have been much interested in the collection and I take pleasure in mentioning certain things which have especially pleased me.

It comprises eighteen examples, from our own region, from Derby, Conn., and from the elusive realm of fancy. This may be guessed from the titles—"The Illusions of Thirst," "The Unbridled Sea," two subjects essentially imaginative. The first, where the men in the lost whaleboat are nearly dying of thirst, portrays the comforting visions which are said sometimes to visit the sufferers. The second shows the pallid horses of the foam, leaping upon the shore.

Some of the other titles do not actually suggest poetry but most of the pictures contain it, as "Dusk," Break of Day," "Twilight," "Morning Light," "Architecture of the Past." The last named, some old houses on the river at Acushnet is a good picture most ably painted, a picture like this is of the greatest interest. We view some picture of ancient days by our artist, William Wall, and how intensely we wish he had left us more of those transcripts of the early streets. We may easily predict how much satisfaction will be had in the future from a picture like this. It is as true as a sunlight effect, as others are true in the varied effects which they portray as, the light shooting up into the sky in No. 4, or in No. 5 "Twilight on the Beach," with the glimmering lighthouse that has just flashed out, or No. 2, "Dusk," on Chancery street. quiet, velvety, mysterious! harmonious! I could name others, "Priests' Cove," Fairhaven; "Chathamport," "The Road to the Icehouse," etc., etc.

"Derby, Conn." an important subject, and the largest, is a landscape having so many of the qualities that make a fine picture, that it will not fail to command attention. Here is a fine rolling sky, and the rugged texture of the solid earth. Does this, with "Architecture of the Past," make the two finest pictures in the exhibition? This must depend upon the point of view of the beholder. I have been skimming the cream but there is plenty of good rich milk left, and some water as, witness No. 12—"Baptising at Fort Phoenix."

There are several small subjects, one a beautiful effect of a cloud with a rose-flush, and I cannot help dwelling upon one of the moderate size, called, "The Snow and the Night," which has particularly charmed me. Smother of snow, gathering silently, across the canal, a hint of tall warehouses, in the foreground, the lamp light streaming from a window onto the snow; and an open door, cleverly painted to the extreme of illusion, for into it one might walk.

So truly is this door painted that one can feel the difference of temperature without, and within.

When a man's aim has been high, and he has done his best he is entitled to our respect even were the work below the average which is not here the case and no attempt is here made at censure, and discovery of faults; for even among artists, what is counted a fault by one, is regarded as a quality by another, and in this connection I would like to make another quotation, from a book by a distinguished art critic, Mr. William H. Downes, on the work of one of our greatest American painters, Winslow Homer. Mr. Downes says:

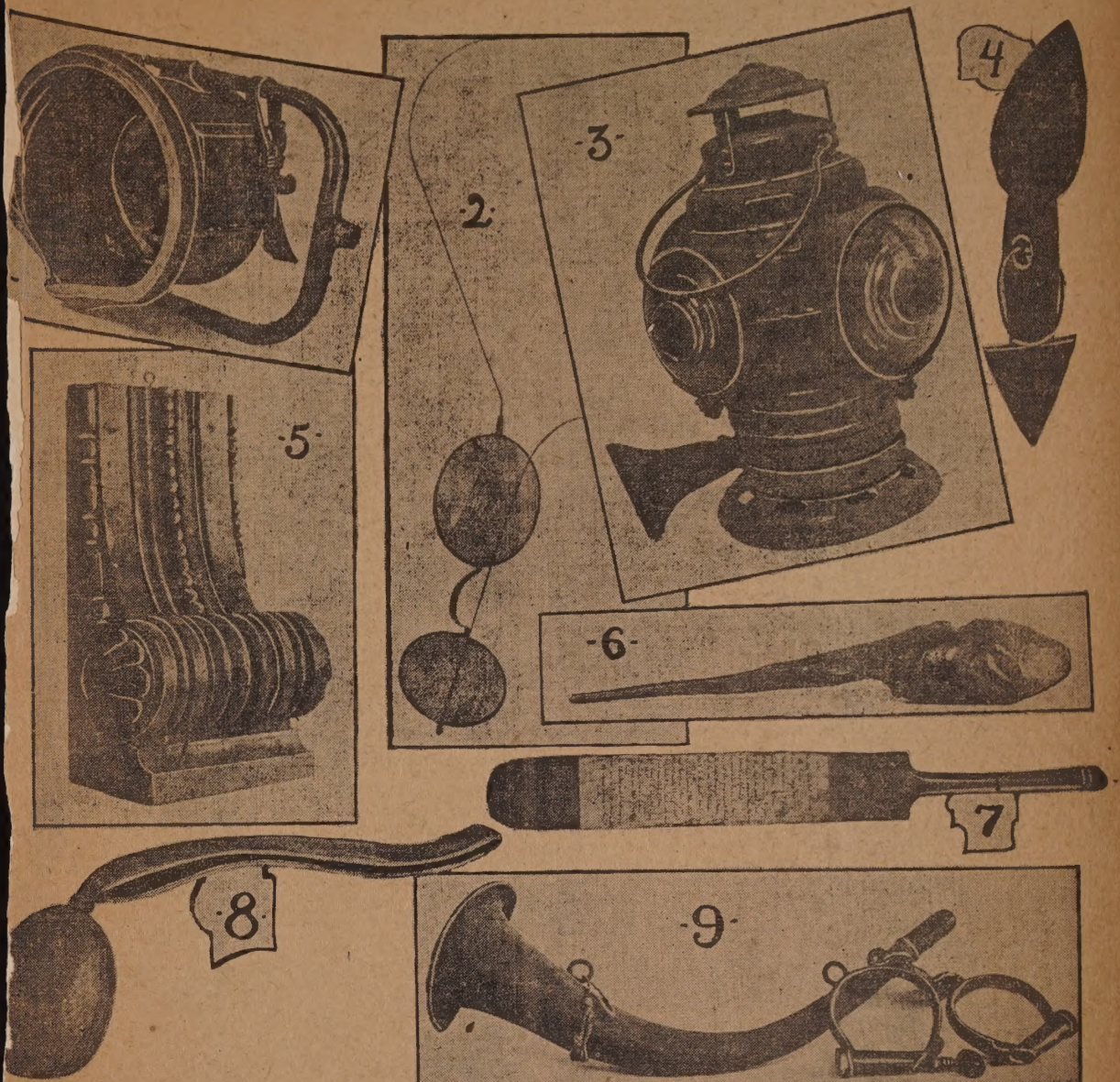
"There are no faultless painters, and if there were such we should not like them, but the criticism that counts takes note of positive affirmative qualities, and while not ignoring defects, strikes the balance in favor of the creative and original."

57

RECALL FORGOTTEN TRAGEDIES AND CRIMES.

Oct 27, 1912

ique Collection of Relics Picked Up by Standard Photographer in Course of Day's Work.



1—Automobile lamp from car wrecked by train at Acushnet station. 2—Spectacles belonging to Tina Fanning, murdered in Westport by her and. 3—Tail-light from train wrecked at East Freetown, January 13, 1912. 4—Pointed harpoon used by burglar as jimmy. 5—Mahogany scroll wrecked steamer Fairfax. 6—"Billy" taken from boy arrested for attempted highway robbery. 7—Cricket bat with which crazy man ted a fly on a woman's head. 8—Slungshot taken from prisoner. 9—Horn and handcuffs from brig Aquatic.

58

THE NEW HIGH SCHOOL VISITED BY THOUSANDS

Detail of County Street Entrance.

Big Throng Admires New Building and Its Completeness of Appointment.

Nov. 25-12 - 7th.

Visitors by the thousand strolled through the rooms of the new High school building Saturday afternoon and evening, when the new structure was thrown open for public inspection.

The substantial, well-arranged building, and the completeness of its appointments, were accorded unstinted praise, few details being missed in the eager scrutiny that was given the establishment. In fact, it was the complaint of the school authorities that there was too much eagerness on the part of some of the guests of the occasion. One man, when nobody was looking, succeeded in unscrewing the metal cap from an electric button fixture, and carrying it away for a souvenir; and various urchins experimented with other fixtures to an extent that resulted in several dollars' worth of damage before the afternoon was over. The laboratory equipment was an especial temptation to them, and whenever they had an opportunity to start the water running into the tanks, they had it splashing merrily.

The big gymnasium in the basement; the auditorium, seating 1000 students; the science department's laboratories; the commercial department, with its bank; the lunch room; the small lecture hall on the third floor, with its bizarre domed ceiling, and the magnificent view from the east windows, were the chief points of interest.

Principal Williams, a number of the faculty, and a detail of cadets who acted as ushers, explained the new building and its advantages with manifest pride in its completeness; and this feeling was perceptible in everybody and everything about the place.

Even the 3-inch pickerel that disported itself in one of the aquariums in the biological laboratory was possessed of the desire to do stunts for the benefit of the spectators; and he commanded much attention during his efforts at the benevolent assimilation of a worm nearly as large as himself, that wriggled frantically in his jaws. The fish was eventually successful in placing himself outside of his prey.

The street lamps outside of the structure were lighted during the latter part of the afternoon; and with the lighted windows of the building, and the Stars and Stripes floating majestically from the flagstaff above the main entrance, the school made a most impressive appearance.

The interior of the building like the exterior is extremely simple from an architectural standpoint. The front facade is the only break from the solid brick walls of the structure. The facade is a composite of both Greek and Roman, Ionic Columns rising from a flat bed over the Romanesque arches, while the entablature is merely a development which brings the whole to a harmonious conclusion.

At the right of the entrance on the first corridor is the office of G. Walter Williams, the headmaster of the school, while at the left is the office and class room which is to be occupied by First Assistant Searles. From long corridors on both the north and south sides open class rooms each one accommodating over 40 students. On the first floor also is the reception and rest room for the teachers, while in addition there are rooms for supplies. The corridors are all paved with cement, while the stair cases leading to the upper stories are of metal and slate.

Half a flight below the first floor are large locker rooms, one for boys and one for girls, each of the students having an individual locker with a key. At the rear of the building and in the basement is the gymnasium, one of the largest in the state outside of Boston. The physical instructor, George T. Ferguson has an office situated adjacent to the gymnasium, while the shower baths, which number 58 in all, are in two rooms, which are located close to the gymnasium. The apparatus for the gymnasium is new and the most modern to be secured. One of the new pieces is a Swedish boom which will be used exclusively by the girls. The running track around the gymnasium is well banked and is 82 yards in circumference.

The auditorium will seat approximately 1000 students. Most of the seats are on the first floor but the seats are arranged in tiers that it is entirely possible for those seated there to have an uninterrupted view of the stage.

The class rooms will each seat 42 pupils. The floors are covered with a heavy battleship linoleum while the walls are a light cream color which harmonizes with the brown of the floor. The desks for the students are of metal with the exception of the top, which is of dull oak. For each one of the instructors there are large flat topped desks of light finished oak.

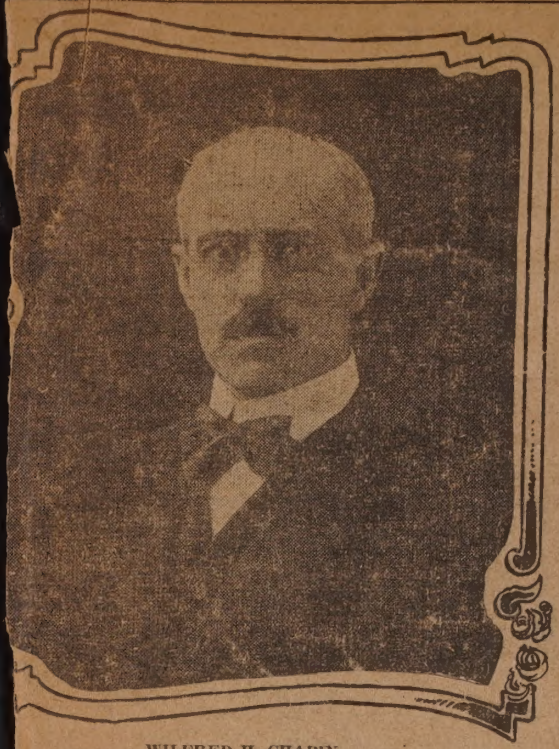
The physical, biological and chemical laboratories, together with the rooms for the elementary science and the commercial departments are all on the third floor of the building. The biological laboratory is at the southeast corner of the building, giving ample room for experimental work on the part of the students. North of this laboratory is a class room which will be used by Charles T. Bonney, the instructor in biology. The physics laboratory and recitation rooms are on the south corridor. The laboratories are equipped with all sorts of appliances, making possible the most accurate of work on the part of the pupils. The chemical laboratory is at the southwest corner of the third floor. The laboratory is equipped with hoods which will carry out into the air all of the objectionable odors which may arise from some of the experimental work. There is gas and running water on each desk, while the ceiling is high and plenty of light gains access through the rooms through the large windows on both sides of the laboratory.

The commercial department of the school occupies most of the rooms on the north side of the first floor. There are rooms for the practice and instruction of typewriting and stenography in addition to class rooms. This department also has a model bank room in which the students will be given actual business practice. One room will be devoted to a collection which is being gathered by Paul R. Eldredge, and which is to be used in the instruction of commercial geography. One very interesting exhibit shows the various processes through which sugar passes from the time it first leaves the field as cane until it is refined and ready for use on the table.

A detail of cadets under Captain Kilburn acted as guides to visitors at the school.

It is planned for the students to enter the building on Wednesday.

ILFRED H. CHAPIN SUCCESSOR OF R. W. NICHOLS AT Y. M. C. A.



WILFRED H. CHAPIN.

THE CAREER OF WILLIAM J. GAYNOR.

With a Collection of His Epigramatic Sayings. Sept 1913

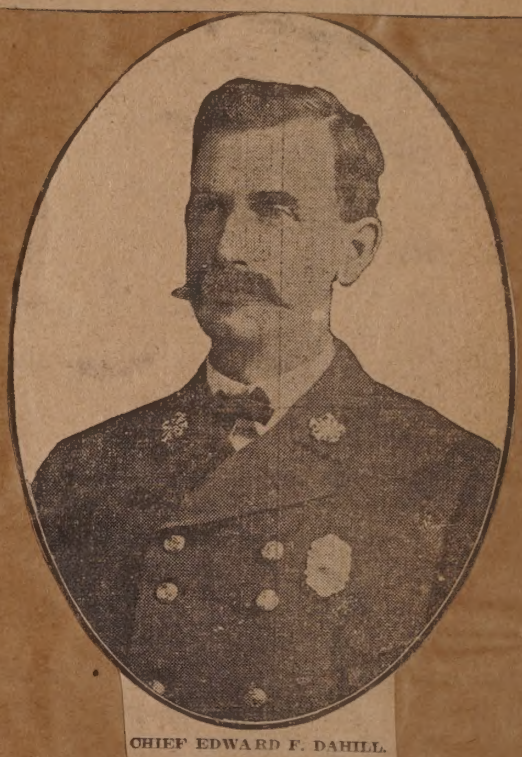
WILLIAM J. GAYNOR.

HAT THE PREACHER WAS LIKE.

Sept 1913

ry Positive Sort a Man—He Gets ht Down to the damentals — The of the Foundry Pulpit—A Re- Dynamo Which s and Scintil- parks—Annoy- d Irritating, but

Rev. Nathan Bailey.



CHIEF EDWARD F. DAHILL.

Arthur B. Stanley.

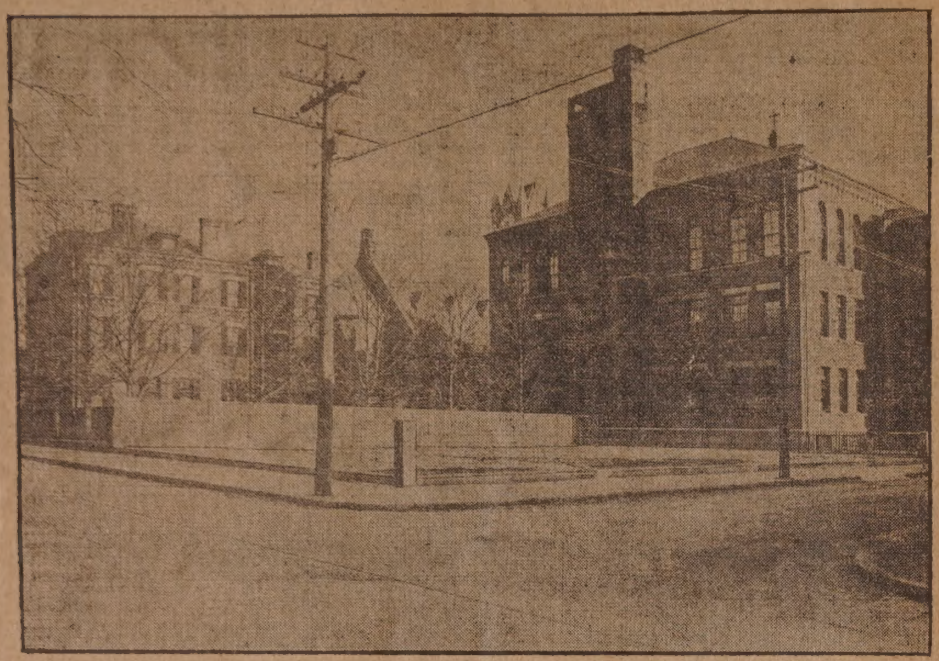
Arthur B. Stanley, teacher of physics at the High school, has taken a position in the Newton Technical High school as physics teacher, and he will close his connection with the local school Sept. 13. Mr. Stanley's place in the New Bedford High school will be taken by Winfield A. Kimball, a graduate of the University of Maine, who will enter upon his duties here next week. Mr. Kimball has been a teacher at Whitman, and also the principal of the Walpole grammar school. Mr. Stanley has made many friends in New Bedford in the three years that he has taught here.

592

Feb. 2. 1914

JOHN DUFF GIVES LOT TO PARISH MGR. SMYTH PRAISES HIS GENEROSITY

Land Is Just West of Holy Family School, Contains 23.08 Square Rods and Has an Assessed Valuation of $2,325—Announcement Made to Parishioners by Pastor at Mass on Sunday Morning.



St. Lawrence Rectory and Holy Family School, Showing Lot Given by Mr. Duff.

John Duff has given to St. Lawrence parish the lot of land at the northeast corner of Summer and North streets. The announcement was made by Rt. Rev. Mgr. Hugh J. Smyth at the service at 10 30 o'clock Sunday morning. This land adjoins that on which the rectory stands, and is just west of the lot where stands the Holy Family school.

Mgr. Smyth, in announcing the gift, spoke with feeling of the generosity of Mr. Duff to the parish, both on this and other occasions. It has not yet been decided how the lot will be used. Its acquisition gives the parish all the square bound by County, Hillman, Summer and North streets, except the Kempton property at the northwest corner of County and North streets, owned by Mrs. Susan H. Kempton.

The land has an assessed valuation of $2325, and contains 23.08 square rods. It has a frontage of 100.25 feet on North street, and 63.65 feet on Summer street.

ATTRACTIVE RESIDENTIAL PROPERTY TRANSFERRED.

THE DR. PERRIER HOUSE SOLD LAST WEEK.

59

LUNCHEON HOUR AT HIGH SCHOOL.

Tempting Menu Available in What Some Pupils Call Their "Cocoa Room"—Industrial School Girls Are the Cooks and They Prove to Be Able Ones.

Dec. 8-'12 TWO MINUTES AFTER RECESS RINGS AT HIGH SCHOOL.

When the bells of the new High school sound for recess, and the boys and girls swarm from their classrooms through corridors and down the long stairs to the basement, (which happens five times a week at exactly 11 35 o'clock) the majority chose, out of the many places they can go, to descend to the basement and eat lunch and chatter together in the new room provided for that purpose. It is to them what the coffee houses were to the friends of sedate Joseph Addison and the incorrigible "Dick" Steele.

The lunch room is undoubtedly far more elaborately equipped that ever a coffee house of old England was. The floor of New Bedford's new place for chattering and lunch is as clean as the table tops, swept and washed; and the coffee house floors were often, it is to be feared, strewn with rushes, gift of Elizabeth's days,—under which were concealed more offensive offal than dry crumbs from Addison's biscuits or slops of ale from "Dick" Steele's cups. But it is not to be presumed that the wisdom of new blossoming scholarship—the elemental algebric and Latin problems discussed, the physics and chemistry misquoted—is comparable to that of the days when you might chance in to hear the Spectator himself discoursing upon costumes and customs, or in his polished phrases appreciating music and art.

The reader should not smile to hear these old days introduced here, in an account of the lunch room in the new High School building. There is never a high school boys or girl who has taken English, who some time in his course or her's cannot talk glibly about coffee houses and Spectator Papers. Of Pepys, delightful, fashion-loving, royalty worshipping Pepys,—why they could not even pronounces his name, much less spell it. Ppys is unrighteous in high school years. He loved the English coffee house well; but now and then in his secret code his quill pen slipped, and Puritanical Massachusetts would lift holy hands in horror at any introduction of merry Samuel Pepys to any students but college. They seek to divide an English never so written into academic and collegiate.

All this, however, is a wandering among other coffee houses. The lunch room on County street might properly be called "cocoa hall" without a misnomer. In cocoa hall, your boy or girl of High school learning can drop into a chair by a smart oak table, and be served dainty sandwiches and spoonfuls of ices, and sip that nectar of the Incas, cocoa, with as much an assumption of the connoisseur as ever Pepys or Steele once showed over a more fiery liquid. As for the quality of the food, good Master Samuel's chivalry would have checked his hasty tongue. He was wont to tirade against his cook; but he would never abuse the pretty cooks of Cocoa hall. For, if you please, they are the High school girls themselves who do the cooking!

It is not so difficult, the reader will observe, to find a little romance in the 20th century architecture. All criticism aside, favorable or unfavorable, Cocoa hall must be a pleasant place in which to eat. Miss Iris Prouty, head of the women's department of industrial arts at the New Bedford Industrial school, is in charge, assisted by the girls of the Industrial school. All the cooking, as has been intimated, is to be done by the High school girls and the girls of the Industrial school. All the business of the lunch room is to be handled as a part of their studies by the girls of the Industrial school. The girls' department has opened a bank account, and each day the proceeds of the lunch room will be deposited. The bills are paid by checks, and the books kept and balanced.

In Cocoa hall you will find a bustle indeed along towards 11 30 of a school morning. There is a clatter of dishes and a savory odor of food. At the north and south ends of the basement are the oak tables and chairs. Before the pupil, as he descends, is the hollow square where the food is served,—a square formed by the polished oak counter so ingeniously planned by George T. Ferguson, and shadowed on the east by the red Romanesque arches in brickwork under which the gas stoves are.

The prices of food have not yet been decided upon. It is planned to sell as near cost as possible, to ask just enough to cover the cost of the food, of transportation from the Industrial school to the High school, and all the service, which includes all dishwashing and heavy work.

The problem which Miss Prouty faces is this: To give the girls the instruction in cooking which they need, and also to provide a saleable lunch. The cooking will be done in the Industrial school. There, too, must be done the dishwashing, for there is no possibility, it is said, of connecting Cocoa hall either with the sewer or the city water. Last week, lunch stood at the elemental stage of sandwiches, cocoa and some kind of dessert. This week, it is expected by Miss Prouty that an advance will be made into a more varied lunch.

Cocoa hall is well equipped. It is furnished with two gas stoves, a big steam table, for keeping food hot, four white enamel serving tables, and a refrigerator. It is also well stocked with dishes, silver and glass.

Under the lunch counter is a place for storing dishes in every-day use, and also some supplies, drawers in which to lock up the silver, and for clean towels, etc. This counter, the invention of Mr. Ferguson, is pronounced "The best I ever saw," and Miss Prouty has seen many.

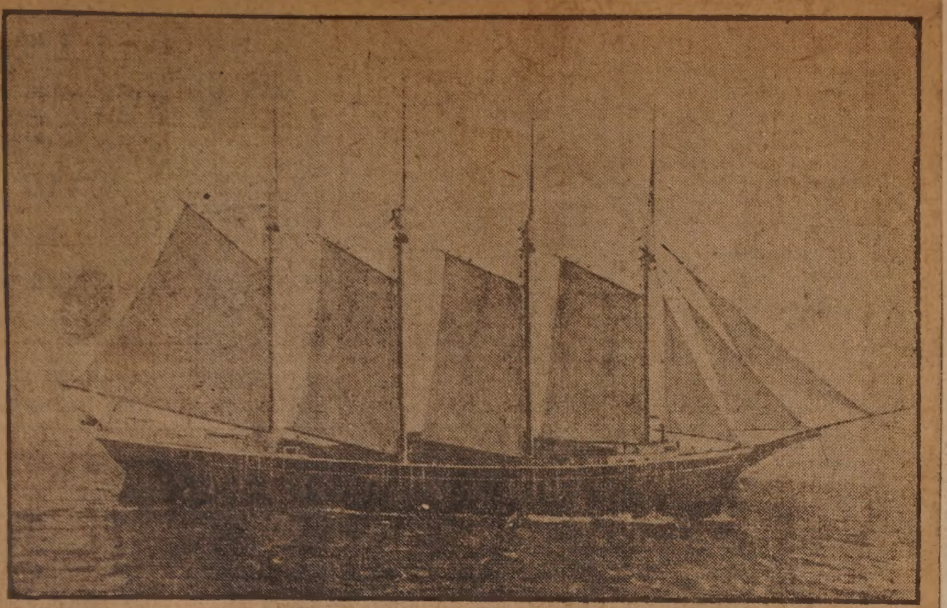
While Steele tossed to the waiter his shillings and pence in payment of the reckoning, the reckoning is here paid twentieth century style,—before the pupil eats. As the recess bell sounds its alarm, and the boys and girls merrily advance upon Cocoa hall, they buy checks for their lunches from six girl cashiers. Behind these young women are bulletins, announcing what the young cooks have prepared for the day. Farther along the counter, checks are exchanged for the food desired, and carried by the hungry troop itself to the selected tables in happy crowds.

The writer would like the privilege of being a spectator in knee trousers for a time of the merry din of Cocoa hall, that therein he might chronicle some of the merry, childish jests cracked there, and some of the wisps of gossip banded about from table to table and from child to child. He can hear, as he writes, the laughter and the shrill voices of youth; the babble of study of play; the babble of the rosy world in which live some 700 High school children, who are privileged to study in the class rooms above and perhaps more privileged to eat in Cocoa hall.

60

FOUR MASTED CITY OF GEORGETOWN SUNK— CAPTAIN SLOCUM AND CREW SAVED.

Feb 3. 1913



THE CITY OF GEORGETOWN.

SIXTY-SIX SCIENTISTS AND SAILORS DIE IN BLIZZARD.

Feb. 10. 1913

Party Reached the South Pole January 18, 1912, Exactly One Month After Amundsen, the Norwegian Explorer, Had Been There— News of Disaster Brought by the Terra Nova.

CAPTAIN ROB ERT F. SCOTT.

Feb. 28.1

PRESIDENT PRESENTS MEDAL TO ROST

Washington, Feb. 28.—Captain A. H. Rostron, who drove the Carpathia at full steam through a sea of broken ice to rescue the survivors of the shipwrecked Titanic, will come to Washington today to receive a gold medal of honor voted him with the thanks of congress. Under the escort of Senator William Alden Smith of Michigan, who conducted the investigation into the circumstances of the wreck, Captain Rostron has availed himself of the privi goes with the thanks of co visit the floor of both hous they were in session.

The medal will be pres Captain Rostron by Presiden the White House at three o' afternoon. All members of net will attend, as will Senat and other prominent legislat Rostron will also be present.

STEAMER EVELYN AT THIS PORT READY TO SAIL.

Nov 14, 1912

ADY FOR INSPECTORS.

AMER EVELYN IN TRIM FOR FINAL INSPECTION.

Commander an Ex-Captain in e Italian Navy—Has a Perfect ecord and Never Buried a Soul at ea.

n board the packet steamer Eve- this morning, as she lay with her z, steel-gray nose athwart Immi- tion wharf, there was the sound hammers, the tread of hurrying , the rumble of boxes dragged up panionways or tumbled headlong oss a deck. It was the confusion t it is the fore-word to reparture. re was the visit of the state in- tors of life saving apparatus to for, the officers being due d much freight and furni- assengers to stow away.

elyn is ready, both for de- nd inspectors, according to ment of her officers this She has already been over- rom stacks to keelson and n to stern in the drydocks at k. She carries on her up- seven big lifeboats, said to m 50 to 75 passengers each, life rafts and two life pre- o every passenger and mem- e crew.

rst mate stated this morning: of the boys would be afraid o hell in her. She's the old , built for the English chan- her day one of the fastest float and still makes 16 knots chasing. She's one of the st boats that ever crossed the Atlantic. Her commander, n Frederick Alessi, is an ex- n of the Italian navy, has been e sea for 55 years, and has a ct record. He never buried a t sea. He is one of the bravest nanders afloat.

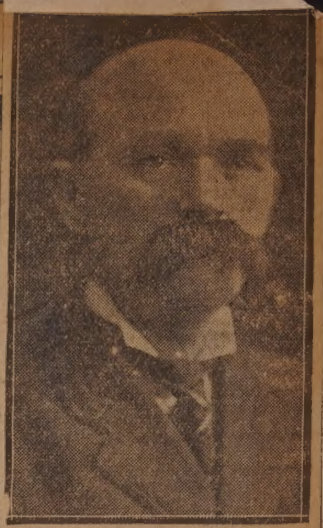
nd as for us mates,—any one of licensed to command the biggest mer on the sea and can do it, too. crew is of all nationalities. We ll sail in three days or so with ull passenger list,—the steamer ries 250 passengers and a crew of e 40 men."

Captain Alessi owns the Evely He bought her at auction in Ne York, after she bunted, as the o Fortuna, the big Russian steam Czar, and knocked in nine of th vessel's plates, only knocking her ov nose away. She has on board tw wireless operators, American boys, o of whom was the sole survivor to e cape from an island off the coast Alaska, where he was equipping wireless outfit. The Evelyn's pil Chester Veeder has been invited sail with her as guest of the capta and will go with her. She will s directly from this port to St. Vince Cape de Verde islands, and thence Fogo and Brava. From Brava s plans to sail to Madeira and ther to Genoa, Italy. She will then vi the South American coast. Aft wards she will run regularly betwe this port and the Cape de Ver islands. She flies the Uruguay flag "Most of her officers," the first m said today, "are Masons,—so we her a Masonic boat."

Many of the passengers return the islands to meet sweethearts wives, and are taking with them mi furniture, material for new hou there, etc., and there is for that rea much light-hearted chatter laughter to be heard aboard her on the wharf.

May 1914

Thomas J. Gifford,
Chief Marshal of the Parade.



Alden White Feb. 14, 1914

He is not a candidate for re-election at the town caucus held at 2 o'clock today. Mr. White was appointed in May, 1901, to succeed Dennis Mason and during the years that he has since been elected to fill the offices, he has worked energetically for the best interests of the town. Mr. White, when interviewed this morning, gave no specific reasons for his declination to be a candidate for re-election.

EDISON RECEIVES MEDAL TODAY.

Jan 23, 1913

Photo by American Press Association.

EDISON AND THE RATHENAU MEDAL.

New York, Jan. 23.—The American Museum of Safety at its annual meeting today will present the Rathenau medal to Thomas A. Edison. The medal was the first presented to Dr. Emil Rathenau of Germany in 1908 on his seventieth birthday. Hereafter one medal is to be struck from the original die each year for the American Museum of Safety to award to the person who has perfected the best device for safeguarding life and hea in the electrical industry. Mr. Edison gets the medal because the us his storage battery in mines, tunnels, buildings where explosives are or stored or where explosive gases are generated has materially redu hazard of workers.

AL PRIDDY'S LECTURE IN LIBRARY COURSE

Rev. F. K. Brown, Author of "Through the Mill," Discussed "Machinery and Manhood"—His Experience with Quahogger Cited as Indicative of Lack of Interest in Fellow Man by a Lone Worker.

Nov. 27-'12 M.

Rev. F. K. Brown, who is known better here as "Al Priddy," author of "Through the Mill," gave an hour's talk last night in the lecture hall of the Free Public Library on "Machinery and Manhood."

His story of his early life in the cotton mills of this city, which was published a year or so ago, was a rather sad sidelight on the life of the cotton mill operative, and his talk last night was in striking contrast to the impression that was left by his book.

Mr. Brown is a minister in Worcester, and by early training as a mill worker, and by his education and development he has become a student of industrial life, a keen observer whose opinions have reflected interesting views of modern industry.

He discussed first the dark side of the machine in industrial activity, touching some of the black marks against machinery, and he spoke of the effect of the machine on health. "The factory tends to dwarf and stunt the human race," he said. The factory did not catch Mr. Brown in spite of his early experiences within its walls. He is tall, straight as an arrow, carries no excess weight, and may well pose as an exception to the effect of the machine-made man.

Mr. Brown is perhaps 38 years old, and one effect of his life as an operative may be the good supply of dark hair that added an inch to his height as it was brushed clear of his forehead. He spoke with a trace of the English peculiarities of diction, yet all his h's were all present and accounted for.

In a black cutaway coat as he appeared last evening, one would hardly have mistaken him for a shellfish inspector as he evidently was during a visit to this city last summer. He told of a visit to the south end of the city at that time, and his endeavor to strike up an acquaintance with a quahogger, but found him suspicious, timid, and lacking in the friendliness that one might expect between man and man. The quahogger rowed away, and Mr. Brown interpreted his act to be that of a lone worker, not interested in his fellow man, while in the four-storied mill, under the shadow of which the man was working, men of many nationalities were laboring shoulder to shoulder, unable to talk to each other, many members of the same unions, all fighting for the brotherhood of man.

George H. Tripp, librarian, introduced Mr. Brown, who stated that it gave him sincere pleasure to speak here for he recognized familiar faces in the gathering that nearly filled the lecture room. In spite of the fact that no pictures were promised with the talk, in what seemed to him to be the long years of his life.

Mr. Brown touched on some of the tragedies of the machine, and the fact that there is a great deal of pessimism in the air today regarding what the future has in store for manhood because of the fear that the machine is taking from labor its function.

He spoke of the machine as a menace to health, and quoted some statistics of the death rate of factory workers in the United States, the number killed and maimed by machines. The effect of the machine has been to dwarf the race, to cause a smaller birth rate and to increase the death rate, shown by statistics, and these are reasons, he said, that have seriously alarmed people and caused them to fear the advancement of machines.

More serious than the menace to life and health, Mr. Brown said, is the menace to mind, for when the machine robs man of initiative, he might as well be dead. He said that he found operatives working in southern mills who did not know what they were doing or why, and one boy sweeping alleys who did not know how much he received in wages. He knew that "dad gives me a quarter," and little more of his employment.

"The machine has made it possible," he said, "for a girl in a bank to add your account while she is chewing gum and thinking over last night's picture show or dance."

He pointed out that the machine has taken out the element of an artisan's pride in his work, and pointed out that today, with 200 employes having a hand in the manufacture of an alarm clock or a pair of shoes, not one, observing the billboard advertisement of the clock or shoe, stood by and announced with pride, "Yes, I helped to make that clock, or I stamped out the sole of that shoe." "You never hear a preacher preach an eloquent sermon now on the dignity of labor, the machine has changed all this," said the speaker.

Turning to the other side of the problem, Mr. Brown said, "But I cannot believe that the machine has been, on the whole, man's enemy, but that it has been man's friend. Let us observe some of the things that it has done to help man; it has increased wages and decreased the hours of labor." Mr. Brown enumerated many instances to bear out his statement. The old proverb, "Man's work is from sun to sun, but woman's work is never done," applies no longer, he said, and the woman of the house today who is not out in the afternon by half past two o'clock thinks she has cause for divorce. Machinery is responsible for it, he said.

In support of his contention that the machine has taken brutality from man's labor, Mr. Brown cited some of the mechanical substitutes for human toil in the steel industry. "I stood near a furnace where formerly the mixing was done by hand power, and saw the entire operation performed by machines," he said. "The men who formerly did this work were often exhausted, and they had to soak their bodies in alcohol to stand the strain. It is not always true that we find intoxication because men and women are vicious, but because they have to train their bodies for the work they are required to do. Were Hercules to come to this country today and ask for employment he would be given a pick or a shovel to go out and dig trenches at $1.75 a day. Strength does not count in industrial life today, for the boy just out of high school or industrial school with his educational training can earn $2, $3, $4 and $6 a day where if Hercules were here the only place for him would be in a vaudeville show or a wrestling match. Today the muscles of industry are gas, steam and electricity, the backs are of steel, and the feet are wheels, cogs, and tracks."

Mr. Brown argued that man's character is not to suffer on account of the introduction and development of the machine, but that the machine is to be subordinate to man. Employers of labor who are men of long vision have learned that not only is it that if the machine breaks down loss is suffered, but that if man brea down a loss is suffered. Furthermo the employer has come to realize th if he decreases the birth rate he d creases the labor market. Mr. Brow said that he had found an employ who is spending $28,000 on a wat cooling plant so that good drinkin water can be provided for the hel also that in a large mill which he paid no dividends for four years ar would not for five years to com every pulley, cog or machine had bee so protected that it is impossible f an operative to get hurt, the cost the equipment being $200,000.

He discussed also the propositio that the human element at the ma chine has been wasted in the pa by permiting the operative to go work with the principle "the ma chine is my master" constantly befo him, rather than advancing the ide that the operative is master of th machine. He told of encouragemet that has been offered by corporation for improvements to the machiner "Is it any wonder, under the con ditions that have prevailed and wit the idea that the machine is maste of the man, that no incentive is giver and that we are breeding I. W. W. in so many industrial centres?" h said.

Mr. Brown reckoned that when th history of the brotherhood of man i written, while the church will hav done its part, the huge mills that ar the centres of industry today wil also figure in the elements that hav contributed to the movement.

The lecture next week will be b Miss Frances Nevins on "Irish Plays," in which she will recite portions of the text of plays that have caused much interest and excitement in the last year or two.

HIGH SCHOOL TABLE

Jan 5

Inscription in Bronze Pla North Wall of Vestibule

A large bronze tablet, w names of the mayor, city committee, and construction nies, was placed on the north the High school vestibule T The tablet is of heavy metal tered in two inch capitals. lowing is the inscription:

NEW BEDFORD HIGH S

1910 Erected

Charles S. Ashley, M

City Property Commi

John Hannigan, Cha Clifton W. Bartlett, Mortim Carthy, Harry C. Vaughar liam D. Hamel.

George Howard & Sons Builders.

Joseph L. Gibbs, Supt. Buildings.

Clough and Wardner, Arc

The tablet is the producti Gorham Co., New York.

Feb 26

(Copyright by Harris and Ew

SENATOR JONATHAN BOURNE, JR.

ELLON'S PAINTINGS.

NTEEN-YEAR-OLD ARTIST' ORK AT SWAIN SCHOOL.

dition of Twenty Studies Showin ginality, Versatility, and Promis Excellent Work by Young Italia ceives Much Praise.

Nov. 14. 12

enteen-year-old Nicholas Yellot of the youngest artists in Ne ord, is beginning today an ex on of his paintings at the Swai School of Design. The collectio rises 20 studies, mostly in oi a few water color and penc hes.

holas Yellon is the son of Mr lana Yellon. His parents wer in Italy. At the age of 13 h to visit the studio of Em . Until that time he had show gns of an artistic taste. Hi was in the studio stimulated to painting, and he obtained a bo lors and began to try to spatte n canvas. At first he was no successful. But he kept at hi persistently. He was ambitiou letermined. He at last attracte ttention of Clarence E. Braley hose studio on North Second

"THE WORSHIPERS," BY NICHOLAS YELLON.

e was given permission to t steadily improved. He at- e Swain Free school, work- nd studying nights. Last year his first exhibition, and was ch praise and encouragement. ot devote all his time to his he should like to do, because same vexing problem that has l so many artists, both in col- words,—the necessity of earn- ing. But he works at his art s. He has continued his studies wain Free school, and is show- ch promise of better things to

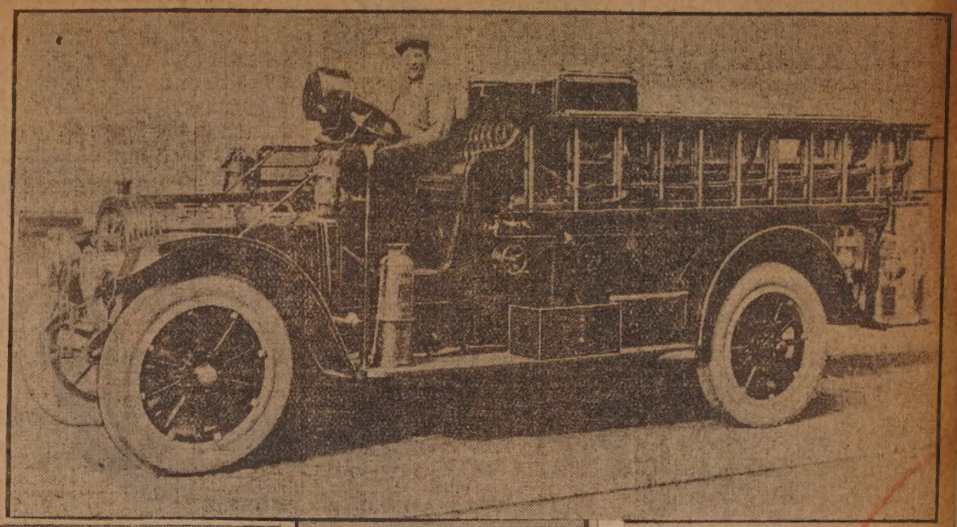
oung artist is versatile, origin- fearless. He has genuine artis- nourished thereby and improved.

Landscape and still life, street scenes, portraits, are among the themes his brush has sought to master. There is merit in what he has done. His most effective work, a night scene on Purchase street, is a clever copy of a painting by H. A. Neyland, director of the school, entitled "Purchase street," now on exhibition at the New Bedford Art club galleries. There are two studies of Purchase street, one at night, the other just at dusk, on a wet evening, the yellow lights from the windows of the shops brightening the pools of water in the street.

The priest in his white robes before the high altar, chanting solemn mass,

Nov 9. 1912

NEW CHEMICAL TO SAVE FAIRHAVEN FROM FIRE.



Nicholas Yellon.

and the bowed heads of the worshippers in the foreground with the stained glass windows richly colored on the walls of the apse beyond; the vase of nasturtiums, a decorative bit of work, well colored; the children on the beach, showing his good color-sense, his feeling for harmony in tones and unity in composition show, also his need to spend time in drawing. The graveyard scene is effective, with the bright touch of the flag fluttering in the foreground and the green trees in the background. The man with the guitar, his figure in deep shadows, his face in the light, is most promising; his fisherman's house on the shore, his lights on the river at night, his lady in pink, all have good qualities. Mr. Yellon is a prolific painter, and his energy, his determination, his ambition, and the good work he does for a boy of 17, are all to be admired.

TO PROTECT FAIRHAVEN.

TOWN HAS AN AUTOMOBILE CHEMICAL AND IS PROUD.

New $5,600 Fire Fighting Apparatus is the Last Word for Speed and Equipment—Chief Shaw the Happiest Man in Town.

Without a doubt the happiest man in Fairhaven today is Chief William P. Shaw of the fire department, for last evening he was at the wheel of the fine new chemical wagon, which made a triumphal entry into the town with siren wide open and himself, Selectmen John I. Bryant and Lewis E. Bentley, Agent Robert W. Powers and Assistant Fire Engineer Jesse S. Gifford in the car, confident that the innovation had lived up to expectations. This comprised the party that left Hartford, Connecticut, at 11 o'clock Friday morning and arrived in town last evening at 10 o'clock. According to those who took the trip, the journey was a splendid one, with the car climbing hills with the same facility as traveling along level stretches.

At no time during the journey did Chief Shaw let the car go to its limit of 54 miles an hour. At several times, however, he worked the engines up to a 40 mile clip and not a skip of the engine or any breakdown marred the trip. While this might have been considered a tryout trip, the machine was accepted before it left the factory, as 54 miles had been attained during the factory test. After leaving the factory, the party went to Springfield, thence to Providence and from there came to Fairhaven without a break, with the possible exception of several detours that were occasioned by bad roads.

The $5,600 car is double tanked and is larger than any of those located in this city. It is an unusually attractive car, with the ladders well inside the line of the wheels, and is much more attractive than the bulky Nantucket machine, recently purchased for that town. The car is a Pope-Hartford, has a double chain drive, and a 35-40 gallon capacity. It is a finely equipped car, having three compartments carrying 600 feet of hose on each side, 250 feet of chemical hose, has four chemical extinguishers and two Pyrine extinguishers. The ladder equipment is also an extending one, comprising a 35-foot triple extension and a 12-foot inside pole ladder, which collapses for handy carrying, and when expanded will maintain the weight of two men, and is used for garret work. The machine has a 148-inch wheel base and will carry 12 men. Chief Shaw expects that the car will go into active service on Tuesday, but if necessary the car can be taken out at a minute's notice.

Selectman Bryant, whose opposition to such an innovation for the town is well known to the townspeople, was particularly enthusiastic over it upon his arrival. This morning he stated that it had worked to perfection and that there was not a solitary imperfection shown up by the trip in which he participated.

The entry of the car into Fairhaven last evening awoke many people, but as far as can be learned, they merely turned over in bed and fell asleep again, saying: "Well, I guess we have got our chemical at last." The arrival was anxiously awaited and the Phenix garage, in which the car is stationed, was crowded with admirers today.

PEOPLE OF OLD NEW BEDFORD

Reminiscences by a Former Resident of the City of Yesteryear—Annals of a Quiet Neighborhood.

Nov. 25, 12 - M (By Maud Mendall Nelson.)

Last year a New York paper gave much space to a controversy as to whether Jonathan Bourne (one of the boys playing marbles in my picture) was called Jack or Johnny in his youth. A woman added her say, with cruel sarcasm asserting that he was plain Johnny and mighty plain at that! But she called up delightful reminiscences of the drives around the Point Road, up to the Head of the River and back across Fairhaven bridge. Of the Fourth of July celebrations on the Common, and the afternoon and evening circus on Pope's Island. Of the delights of Arnold's Garden; of Polly Johnson's candy shop on Seventh street with its toothsome ginger cookies, sticks of candy, and spruce chewing gum. Of picnics on the rocks at Fort Phœnix, and in the grove at Myricks; all of which are seen in my own picture.

ALICE WARWICK SLOCUM.

Queen of the Fairies at Arnold's Garden in the Early Sixties.

There are some quaint characters on its streets. Old Daddy Bowman, with his tin-pail of sticks of home-made molasses candy. He quite upset the gravity of a religious meeting by arising, and in all seriousness reciting:

"The boys the treacherous ice did trust,
First it cracked and then it bust."

Billy White (who was very black) and his pig, familiar figures, who also gained prominence in Sunday school circles, when the little girl who was asked if she had ever seen a shepherd with his sheep, replied promptly: "Oh, yes, she saw one every day. Billy White and his pig!"

Simple Jimmie Dyer, the wood-sawyer, of whom a housekeeper told this story. She had employed him for the day, and after giving him his dinner, she was obliged to go out, so left his supper for him. He ate it immediately on her departure, and went home, declaring he never yet had worked after supper.

Adelaide Goodale was another curious character, who sometimes wore a hat and a bonnet at the same time, the former perched on top. She had the most nasal of twangs, and kept a thread and needle store and a few "sweeties" on Third street. One winter the doctor advised her to take cod liver oil, but she told him that she fried her cakes in candle grease and stood over the smoke, and guessed that was just as good and a deal cheaper.

The chief of winter sports in the New Bedford of fifty years ago was the coasting down Bush street hill, enlivened by the cry of "horse comin'," at the cross streets. The finest sleds belonged to Captain Charles Seabury and Henry Howland, the young colored man whom we children called the "contraband," altho' we had no notion of its meaning.

I was a girl of nine, when in the fall of 1868 the election contest between Grant and Colfax against Seymour and Blair took place. In Republican New Bedford I soon became a stanch convert to that faith, altho' my New York father was a Democrat, a detested "copperhead." This fact I never acknowledged to my playmates as it would have meant social ostracism.

After the election New Bedford went wild with joy, and the city was ablaze with excitement, torch-light processions, and illuminated houses, candles being displayed in each sash pane of the windows, and I was allowed to sit up until half-past nine o'clock! So enthusiastic was I over "our" victory that I wrote an exulting letter to my "dear defeated Dad" illuminating its pages with pictures of the torches and the windows of the houses, most effectively touched up with splashes of red and yellow crayon. I even called him (on paper) a "D. O. D." without conception that the polite political phrase meant a "darned old Democrat."

Our summer pleasure we took at Fort Phoenix. From the days of bare-footed frolic in the water, to the "spooning" on the moonlit rocks, we have loved thee, dear old Fort Phoenix! Our names are among the hieroglyphics on the beacon, and many gorgeous sunsets have we viewed from that point of rocks!

Often did we yearn for the delight of paddling in the water there, when we were not the possessors of the necessary "toll" over the ferry or across the bridge. But by removing our shoes and stockings, we could stealthily wade back to the toll-house, reappearing on the bridge a safe distance beyond, and continue blithely on our way.

The large rocks in the meadows of Allen street made another delightful playground, and a short cut was over the tipping, slippery plank laid across the mill pond at Bedford street. The mill stream ran heavy and high during the spring and autumn rains, and although our elders advised the longer and safer route by the streets, yet with the obstinacy observed in the children of 50 years ago, we persisted in crossing the dangerous mill pond.

Never since has it rained as hard as in those "line gales" when the mighty elms "against a stormy sky their giant branches tossed," and the streets ran like rivers. With rubber boots and water proof cloaks, lined with red, the hoods fastened closely around our chubby faces, we beat our way to the wharves, and on the rafts back of the old fish markets, where "breaking waves dashed high," we sought and found adventure, with a thrill akin to that felt by Mayflower ancestors, and our grandfather whalers.

Peaceful Arnold's Garden, the antithesis of roaring storm and breaking wave, claimed for us a fascination with the odd grotto of twisted trees, lined with shells, taken from caverns of many a deep sea. The brilliant flower beds, and box bordered walks, the peach trees trained to grow on flat trellises, the old oak tree at the entrance, surrounded by "Arnold's Bank" a mound which we told each other in awesome whispers covered the bones of dead Indians.

On the lawn was held the yearly festival of Charles White's dancing class, a band of fairies who glided hither and thither and escorted their queen in her chariot. Many of these fairies are now sedate and stately grandmothers with no suggestion of fairy-like grace and pose.

The handsome fairy-queen Alice Warwick Slocum, afterward became a preacher in the Friends' society, with her mother Phebe Akin Slocum. Each summer the Friends First Day school held its outing in Rachel Howland's grove on the Point road. Why did we never call it Matthew Howland's? The rich cadence of her voice as she prayed in meeting I can hear now, and the sanctified teachings of Annie Wood, Susan Howland, Sarah Holmes and Susan Taber are still remembered.

Tell me, is New Bedford now honored with any such dear saintly old ladies?

After the garrulous fashion of middle-aged and elderly people, who have obtained a listener, I shall "begin at the beginning," which with me was the sewing-society (afterward called the Barclay) held at the Abraham H. Howland house on County street in the winter of 1863. His daughter, Alice, sweet-faced and gentle, was our teacher in the Friends' First Day school, and tiny tots though we were, most industriously did our wee fingers pick the lint for the wounds of the soldiers in the hospitals at the south.

In Widow Gerrish's private school on Seventh street, between Bush and Walnut streets, at four years of age, with my little sewing-bag of patch-work-pieces and a primer, I became a pupil, and on stormy days the ebony, motherly arms of Betsey Blackburn (then our cook) carried me thither. Does anyone now remember Betsey? Some things else we learned in that quaint little school-house beside spelling and patchwork! The little boy in the next seat smuggled me a note carefully printed on blue paper, and folded in many creases that the tender message might not escape:

"Beautiful Maud,
Wilt thou be mine?"

I was not "beautiful," being tow-haired and freckled, and that adjective has never since been applied to me in the fifty ensuing years, which perhaps is one reason I have cherished that tiny slip of paper.

The next May, the little lover hung me a Maybasket, and eating through its sweets I found two pennies wrapped in paper. A later inquiry brought this solution: His mother had given him ten cents and after buying all the basket would hold he had conscientiously put in the change. Often have I wondered if this strict sense of honesty continues through his life.

From Mrs. Gerrish's we advanced to the Bush street school, where Miss Maria Bailey (with curls the envy of us all) and Miss Mary Allen, held kindly sway. Here we were initiated into the mystery and delicacy of the combination of spruce gum with rubber "chewed in." After the ingredients were well mixed, it was considered a token of good-will to pass around bits to our chosen chums. And this without a thought of the myriad of germs, microbes and bacilli standing on their horrified hind legs! Happy pre-microbic age!

When we attained William street school we added to this the dirt of pickled limes and two-cent pickles from the Union Store, wrapped in coarse brown paper that soon became a part of the juicy fruit itself, and was swallowed with it! Here we were under the sterner rule of Miss Savery, and who remembers her peculiar punishment for whisperers? She would summon the culprit before her, and order him to face the school. Then from her position on the raised platform, she would tip back his head and slap his lips with her fingers. Of course, it didn't hurt, but the humiliation broke up the habit among the boys, but the girls whispered on to the end!

Miss Savery inspired her scholars with a zeal for knowledge, and the inspiration to make the most of one's opportunity for learning. As a result of this let me add as a personal experience that in a year of her training I achieved more than in two years of New York schooling. Particularly did she require of us a clear distinct tone in reading, and a thorough knowledge of history and mathematics.

Our wits, seeking a div led to the making of rhy ling the names of boys an sounded well together, w sentiment existed or not. "All the animals marched i George Brownell to Hester These couplets we scribb over present board fences, might read who ran." Y day to the poetic fever I cc Savery's name with that of somest man on the school in the blackest of graphit my tribute on a newly-pai So vain was I of my poet that I repeated it as our down to supper. Swift was my descent from the Mountain of Conceit to th Despond. In that unaccou taken by our elders, of ac cially "cute" as we see th sent forth in all haste, ar wet cloth and a bar of y to cleanse off every lette periess went I to bed.

The yard of the Friend House, Spring and Seven was especially attractive t crowd of the William stre We all had ample yards o but this was a forbidden and therefore the most Added to the fun of scalin fence and dropping off, w citement of constant expo being "chased out."

Let us stroll thro' Seve from the "Cherry Lane" is the house of Capt. John omber, on the Bush stre known for its hospitality. rill's house on the next to my childish imagination which held the ogre of tales. Trying one day t fragrant rose which grew c fence, he suddenly appeare voice of thunder (like all in language unheard befo horrified ears, threatened d ment. For a year thereaf by on the other side of Sweet-faced Susan Howla her widowhood, and Caleb and his wife Lovey, on th corners of Walnut street back from the street was house of Phebe Mendall. name suggest memories cake "light as ocean foam metrical little pound cak dome of the whitest frostin cious fruit-cake incased i snowy sweetness? In dair and kerchief, using the guage of the Friends, sh quiet simple life. Sixth descent from John Cooke Warren, whose fathers Fr and Richard Warren we "Mayflower" fame, she wa on all questions of geneal many a household the pu troversy was settled by " Mendall, she knows!"

Capt. Dan'l Wood, then Congdon sisters lived next posite the Slocums, and o ner of School street Capt. J cially favored by heaven t house was of brick! The W the Thorntons and the M on the east side, and on Polly Johnson hobbled ab tle candy shop exchangin dren's pennies for Jackso John Brown's bullets. At street end, Dr. Abbe lived moved to the fine house street built by Sylvanus T looked down this vista of ing elms which shaded the a Quiet Neighborhood."

Dr. A. C. J. Perrie

DOG COVERS CARRIER'S ROUTE.

July 27, 1913

he Postman, a Faithful Companion of Arthur D. Swift of the t Office Force—Never Goes to Post Office but Picks Up His tman Friend at Waiting Station and Goes Rounds with Him.

MR. SWIFT AND HIS FRIEND BOB.

technically known as some
at canine which trails Post-
ur D. Swift as he goes over
oute. The dog is called Bob,
ssibly, after his tail.
e read animal stories before,
telling of the almost human
e of this horse, that cat, and
ut for real flashy brilliancy,
em all on the fast run.
years Bob has accompanied
all over his route, which lies
ell and intersecting streets.
the letter carrier to work,
on as he reaches the west
rchase street, at the corner
Bob always stops and lies
ar the Mechanics bank
til Mr. Swift has packed
g and is ready to go over
gain. As Mr. Swift comes
street from the postoffice
is route again, Bob wags
joins him as soon as the
passed.
e of the letter carrier is
to the dog as it is to
employe himself. Occa-
hen Bob chases a stray cat
cross a particularly luscious
is a little late to join Mr.
William and Purchase streets,
t once sets out over the route
man is sure to follow, and al-
ches up with him.
ift, who is one of the oldest
connected with the New
postoffice, some months ago
that it would be more con-
for him to take the Summer
rolley to the starting point of
ppbell street route than to walk
rom the postoffice. Then, he
t, Bob would be nonplussed and
to follow him. But the post-
thought went astray instead of
Several mornings later, after
ift had begun using the trolley,
nd Bob waiting for him at the
of Maxfield and Summer
where the route began.
where the dog got his infor-
as to Mr. Swift's custom of
at that point at a certain
body knows. But he had it,
the quick shifts that the post-
y make from trolley to trolley
ow lose the faithful animal.

The dog, which is a black and white terrier, is owned by Anderson H. Swift, of 98 Campbell street. There is no bond of relationship between the postman and the owner of the dog, but the animal probably assumes that anyone by the name of Swift is good enough for him to travel around with.

As a result of Bob's absolute respect for the dead line, those persons who frequent the Mechanics bank all know him. He pays no attention to anyone but his postoffice department friends, however. Patrolman Brightman, who does duty as traffic officer at William and Purchase streets, has tried on many occasions to establish a friendship with the animal, but the shade of blue in the patrolman's uniform is different enough from the shade of the letter carrier's suit to make Bob know that they have no occupational bonds, and consequently he holds aloof from the pivotal cop.

When the day's work is done and Mr. Swift goes to his home at 76 Hillman street, after having been over his mail route several times with Bob in close pursuit, the dog goes along home too. He is as great a favorite with Mrs. Swift as with her husband, and she rewards him with bones and meat. An order to "go home, Bob," spoken in a whisper, is all that is needed to send the dog on his way to 98 Campbell street, where his official residence is.

Bob has been doing assistant postal duty for nearly five years now. Mr. Swift did not notice that he was being constantly followed by the animal until the pursuit of the postman had become the dog's all-embracing occupation. He thinks that it is somewhat strange that the dog should have selected him as a companion, inasmuch as he never liked dogs. Two scars on his legs, inflicted by two different canines, helped to make Mr. Swift a dog hater until Bob began radiating evidences of faith, and since that time Mr. Swift has been a lover of Bob, if of no other member of his breed.

On just two occasions has Bob broken over the dead line at Purchase street to venture in a southerly direction to the post office. Both times he waited faithfully outside the postoffice for his friend to appear.

There is just one other member of the letter carriers' force to whom the dog has the least bit of attachment. He is George Castle. Once in a while Bob selects Mr. Castle to follow, but if Mr. Castle and Mr. Swift happen to meet on their routes, the dog immediately leaves the former and completes Mr. Swift's route with him. When the postmen come up William street from the postoffice in a large group, Bob immediately selects Mr. Swift from the bunch and trails him for the rest of his day's work.

Bob can be seen every day except Sundays lying on the sidewalk near the Mechanics bank building from 11 to 12 o'clock, during which time Mr. Swift is sorting his mail at the postoffice. In spring, summer, autumn and winter he is always there, and the weather interferes with Bob's route no more than it does with Mr. Swift's.

You may fool Bob occasionally by taking the trolley unexpectedly, but continue it for a few days and he soon discovers the getting-off point and goes there instead of to Purchase and William streets. Consequently, he is known to the neighbors around Maxfield, Hillman and Summer streets because of his vigils there. As a matter of fact he is known to all the persons to whom Mr. Swift delivers mail matter.

Bob isn't a fighter. He doesn't care to mix it up with others of his tribe when he is on duty, and it takes a full-sized cat to divert his attention from Mr. Swift. A cat can do the business, however, for Bob's one weakness is the love of pursuing a feline. He chases them for the exhilaration there is in it, evidently, for Mr. Swift reports that he has never harmed a cat. The cats usually put him to rout when it comes to a showdown and scratching is necessary. Within the past year, Bob has broken through two windows in order to get into pursuit of a cat, and he got the worst of it both times.

It seems as if the following of the mail man will be Bob's greatest joy for the rest of his dog days. He is already old and the old habit will undoubtedly remain with him, since a proverb forbids the teaching of new tricks to an old dog.

But for real intelligence and faithfulness, this is one of the best follow-up stories that ever broke into print.

LIEUT. B

GIVES UP COMMAND O NAVAL BRIGADE.

Connected With Service Ten Years Passed Through Various Ranks from Seaman Up—Will Probably Be Succeeded By Lieut Parent.

Lieutenant Commander Harold S. Bowie of G company, Naval Brigade, has been retired at his own request and a meeting to choose his successor has been ordered for tonight.

Lieutenant Bowie has been connected with G company for about 10 years and has acted as ordnance officer at the last two tours of the brigade.

Lieutenant Commander Harold Bowie.

A possible contest for the post of commander between Lieutenant (J. G.) Homer J. Parent and Ensign Charles N. Serpa is avoided by the refusal of Mr. Serpa to serve as a candidate for the position because of press of business. Accordingly, while Lieutenant Parent probably will be advanced to succeed Lieutenant Bowie, Ensign Serpa in all likelihood will be elevated to the rank of lieutenant of the junior grade.

Lieutenant Bowie leaves his command, after passing through the various ranks from seaman to lieutenant of the senior grade with the respect and affection of the members of the brigade and a reputation for efficiency in service.

Lieutenant Commander John P. Nelson of Fall River has been ordered to preside at tonight's election.

Edward J.

JOSEPH F. KNOWLES ESTATE, SOLD TO WILLIAM F. READ.

Latter Will Make It His New Home—Mansion Erected About 15 Years Ago at Cost of Approximately $60,000—Adjoins Former Hawes Estate, Now Owned by Mr. Read's Son.

1914

HANDSOME ESTATE ON HAWTHORN STREET PURCHASED BY WILLIAM F. READ.

CHARM OF OLD HOUSE REVEALED BY REMODELLING.

Dec 28, 1913

What can be accomplished through the remodelling of an old house is shown in the accompanying reproduction which shows the resident of Alfred L. Poisson which is situated at the southwest corner of Parker and County streets. This house was for- A. Read and on his death it came into the hands of Mr. Poisson. Before he moved into the house it was remodelled. A large solarium was added to the south of the house and the front entrance was altered and the old fence which had enclosed the yard the alterations were completed, was painted a white which has added to its attractiveness.

In architecture the house is of a semi-Colonial type and in the remodelling of it, none of its former charm was lost.

THE TALE OF A RED SHIRT.

Strangely Interwoven with the Adventures of David Waugh at Sea —A Bitter Enmity, an Enduring Friendship and the Clearing Up of a Mystery of the Sea Involved in It.

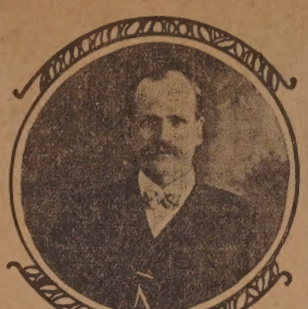
Dec. 22-78

The old Scotch flannel shirt with a big, livid, red patch upon it which played such an unique role in the adventurous days of David Waugh when he was roaming the seas of the world in a merchantman, couldn't exactly be called a talisman, because in the first place Mr. Waugh always admired it from a distance, never having been fortunate enough to possess it; and secondly, it always figured in some sort of an event which was either disagreeable or tragic. First coming upon it in the forecastle of a blunt nosed. English wind jammer sailing up the Patapsco, it precipitated a fight in which Mr. Waugh, then a youngster, got the worst of it; and years later, while booming along in mid-ocean thousands of miles from the Patapsco, the flannel shirt mysteriously appeared on deck again, this time bringing with it a story of tragedy and of life lost. Mr. Waugh never actually succeeded in getting the shirt on his back, although there were times when he wanted it more than he wanted almost anything else in the universe, but his tale of sea-life and of the Scotch flannel shirt, gives to those who stay on shore a suggestion of something of the romance and adventure that is crowded into the life of a boy who follows the sea, and contributes its mite to the continual proof of the oft-repeated saying that the world isn't so large after all.

Mr. Waugh is now an insurance agent living at 168 Tinkham avenue, and perhaps his own story of his wanderings on the sea is more interesting as he tells it than it could be presented in any other way. It was practically 35 years ago when Mr. Waugh, then a lad about 16 years of age, decided that a sailor's life was the only life for him, and he finally persuaded Captain John Kenward, then treading the quarter deck of the "lime-juicer" Gloster, to sign him on as an apprentice. He was to receive the princely remuneration of $50 per year, almost one whole dollar per week, but the pay was secondary consideration for him, as Mr. Waugh was obsessed by the idea that he had to get out on the bounding billows, in order to be happy, and he didn't care much how he got there so long as he went. So there was no dickering with the captain about wages and Mr. Waugh hastened to sign his name where he was told to, and on Sept. 20, 1877, stood on the deck and watched the lines thrown off as the bark Gloster headed out of Liverpool, bound for Baltimore, Md. The crew was a mixed one. The captain was English, the first mate was a Scotchman, the second mate, John Sullivan, was a tough fibred Irishman, scrappy and bullying, as flat bellied as a board and as hard. The crew was a mixture of English and Irish.

Hardly had the tug dropped the schooner outside, than all hands were ordered aloft to shake out sail, and Mr. Waugh, with the rest started up the ratlings. He was bound for the fore-top-gallant-sail, and being an active young fellow reached there. But the ship started rocking, the boy's stomach started a "turkey trot," and down to the deck he came as fast as his reeling brain would let him. He found solace in a bunk in the forecastle, and there remained until sea-sickness wore off, and he felt like a seasoned sailor.

"Within a day or two," says Mr. Waugh, "I felt all right and I soon began to learn something of practical seamanship. Mr. Sullivan, the second mate, took a great interest in me. I had a bunk aft, along with the ship's steward. We were not half way across when I had learned to steer and could take my trick at the wheel of two hours at a time. Thanks to the help of the second mate, I came along very rapidly. For a time everything went along smoothly and I think the officers liked me as I was obedient and obliging. I was too young to be trusted on the look-out so when there was working ship at night when it was my watch on deck, the second mate allowed me to sit in the lee of a boat which was lashed over the afterhatch. He used to come and yarn with me when he had a chance, but one day one of the arguments which in arise on shipboard was precipitated and our friendship suddenly ended. He got the captain down on me and had me shifted from my berth in the afterpart of the ship to fore-



David Waugh.

castle. He gave me jobs when he could find them, tarring yarn, and mending, etc., and in fact bothered me all he knew how. We finally sighted land after 47 days out from Liverpool, and after passing Cape Henry picked up a tug.

"This was on Sunday morning. On the way up the Papatsco a boarding house runner's boat hooked onto us and two men climbed up the port forechains and in another minute were amongst the men in the forecastle trying to induce them to leave the 'damned old lime-juicer,' and ship aboard something where they would get good grub and $25 a month instead of $15. In those days all sailors got a month's advance before they left port, so the runners found a ready ear and probably by the time word was sent home, the men's wives would have drawn another half-month's pay. Well you can guess the officers aft did not take very kindly to the runners, so the captain ordered both mates forward to make the men get back into their boat again. This they refused to do until the first mate ran to the cook's galley, got the cook's axe and threatened to cut their boat adrift if they did not leave the ship. After a wrangling in which the runners let the officers know that they possessed revolvers, and after the pilot talked to them on the side, they reluctantly got back into their boat. Our first mate thereupon cut them adrift, but a tug boat picked them up and they were at the dock in Baltimore before we were.

"When we were hauling into the wharf, we were met with a few good sized stones thrown aboard our vessel, but the pilot put a stop to that saying that he knew the runners and would report them to the police.

"We had no more than tied up when the seamen forward commenced to go over the cat-head and within a few minutes the only ones left in the forecastle were one able seaman and myself. The men said 'Goodbye' to us as they went over the side to join the runners, and I have never seen any of them to this day.

"Next morning the second mate called all hands to turn to, but Charlie and I were all who responded. The mate rushed to the forecastle and yelled down, 'What in hell do you mean down there by not answering me?' He waited a minute. No one replied and down he went. He found no one in the forecastle and then he landed on me. He shook me and upbraided me for not telling about the desertion, took me to the captain and the 'old man' surely did get after me. During the forenoon the seaman, Charlie, and the second mate got into a row; and Charlie, bidding me 'goodbye' shook hands with me, said he was going to quit, too, and the last I saw of him he was headed up the dock.

"Later on the second mate and I went down into the forecastle and among Charlie's belongings was an old Scotch flannel shirt. This was an excellent garment, heavy and warm and valuable. It had a patch on it but in the eyes of a seaman this did not make it any the less desirable. I grabbed it and started to hide it. The second mate saw it and he went after it. Of course there was but one outcome to the scuffle and the second mate and the shirt went out of the forecastle together.

"From that time on, the bitterness between us grew more acute. We shipped a new crew at Baltimore, loaded with grain and sailed to Bayonne, France. After a stormy passage we finally discharged there and went to Swansea, England, again, for an overhauling. Once outfitted again, we set sail sail again, this time for Fray Bentos in Uruguay, and I had been advanced to the position of second mate. Mr. Sullivan had previously been in a fight with me, and the captain had discharged him.

"We sighted the Cape de Verde islands on June 18, 1880, and shortly after we had a Norwegian at the wheel. It was the afternoon watch and I was in charge of the deck. We were sailing by the wind with a fine breeze blowing, carrying both fore and main royals. When the helmsman let her come into the wind and shoved his wheel over hard to fill her out again, away went main-top-gallant and main royal. The ship was wire rigged and to splice the stays again was something of a job. So I took a man aloft with me, a fellow named John Driscoll, who hailed from Bristol, England. A short splice was all we could do. While we were aloft working I noticed a very peculiar check flannel shirt which Driscoll wore and that it was patched in a peculiar way right over the heart. It was three years since I had seen that shirt before, but I remembered it. I knew that it was not the second mate wearing it, for he had long since severed connection with our crew. But the more I looked at that shirt, the more I wondered, and after talking with Driscoll, he said it was Sullivan's shirt all right, and he told me how he came by it.

"It seems that when Sullivan left us for his home, there was an English ship at Bayonne, getting ready to sail for England. Sullivan had been on a big spree in Bordeaux and shipped on this vessel as he was broke. Driscoll was second mate and Sullivan was boatswain and had berths together aft. One morning it was raining hard, and all hands, Driscoll said, had on oil skins and sea boots. The bowsprit shroud on the starboard side needed setting up and Sullivan was ordered to look out for it. He and an Italian sailor went out to execute the order and had to walk out on the back rope. The men were well out from the ship's hull when the bolt suddenly drew and both sailors went into the water. With a strong current running, the men were helpless to aid themselves.

Lines were thrown over the side, but Sullivan had drifted out of reach and he sank before a life buoy could be thrown to him. His body was never recovered.

"Driscoll went through his chest but found no letters that would give his address or tell his identity. Driscoll's eye fell on the flannel shirt and he claimed that as his own.

"After talking with Driscoll, I immediately hurried aft and told the captain about Sullivan. The captain was more than surprised and still glad to learn something of his former second officer, for Sullivan's wife had repeatedly written to him in frantic inquiry as to her husband's whereabouts and the captain had been unable to find anything concerning him.

"The captain showed me a letter which he had received from Swansea asking about Sullivan only a very short time before.

"I never even got the shirt from Driscoll for he admired it as much as I did, and by possession he was the owner of it. But it does seem funny that twice during my life that old shirt should have come up before me; that on two different occasions in widely separated parts of the world. I should have it. First it started a row and made me an enemy; the next time it made me a friend, for Driscoll and I grew to like each other. And perhaps more important and most peculiar of all, the old shirt brought with it on its last appearance a story of a sea tragedy, a story that told a heart-aching wife what had become of her husband; the old shirt being a clue that identified at least one of the thousands of sailors who are mysteriously lost at sea. But for the acqaintance of that shirt and me three years before, Driscoll never would have known who Sullivan was; Sullivan's wife never would have known where and when and how her husband died; and I should not have singled Driscoll out from among the ship's crew to find in him a faithful and congenial shipmate."

Nov 1912

ecures Long Lease on Ricketson Estate.

Joseph R. Furnans.

LEASE FOR 75 YEARS.

NEW BUILDING MADE POSSIBLE THROUGH ACQUISITION.

Mr. Furnans Declines to Discuss Erection of Modern Business Block—Store to Remain the Same as When Controlled in Partnership.

Joseph R. Funans announced today that he had secured a 75 year lease on the Ricketson estate at the southwest corner of Acushnet avenue and Union street. The lease is on 76 rode of land, having a frontage of 106 feet on Union street and extending west to the east line of Francis's cigar store, while the depth on Acushnet avenue is 196 feet, extending from Union to Spring streets.

The acquisition of this land makes possible the erection of a modern building on this site, but whether or not this is contemplated, Mr. Furnans declines to say. He states, however, that he has no plans for any building.

The partnership heretofore known as Furnans Bros. has been dissolved and the firm has been taken over entirely by Joseph R. Furnans. The store for the present will remain the same, while Ernest W. Furnans is to be associated with his father in the buying for the store. The store is to be conducted on the same lines as formerly though the stock will possibly be increased. The clerks will remain the same, and are as follows: Frank W. Davis, James Smalley, and Joseph P. Doyle. Frank Guilford will remain in charge of the custom department, while Miss Alice McCulloch will retain her position as bookkeeper.

BUT THREE BAND SURVIVORS.

Nov

Arthur B. Hazard Tells of the Thrilling Days When Israel Smith's Famous Organization Was in I

Israel Smith's 33d Massachusetts band, the most famous band of the Civil War, has three survivors: William A. Dunbar, of 41 Campbell street, solo B-flat cornetist; Seth W. Bennett, of Abington, and Arthur B. Hazard, of Boston. Mr. Hazard recently paid a visit to his old comrade, Mr. Dunbar, and during his brief stay in the city was invited by The Standard to tell some of his experiences in the war.

Israel Smith's band, the reader must bear in mind, was an extraordinary organization. It was praised by General Hooker, General Sherman and President Lincoln. It played on the famous march from Atlanta to the sea. After the battle of Lookout Mountain it played the "Star Spangled Banner" on the summit. From Lookout valley, in 1864, it marched with Sherman's boys to Atlanta. In 1865, at the close of the war, it received a great ovation in Boston. Its leader died in July of this year.

The band was organized under the directions of Colonel Albert C. Maggi of this city, who had served under Garibaldi in the Italian wars. The musicians were men from New Bedford and vicinity, and such others as joined before the advance to the front.

On Aug. 14, 1862, the band left Lynnfield with the regiment, numbering 18 picked musicians, under the leadership of Israel Smith, who played the E-flat cornet. When President Lincoln visited the Army of the Potomac, commanded by Hooker, eight bands played for the honor of being "headquarters' band," and Israel Smith's won. President Lincoln's son referred to it as "our band" when later, standing beside the tall, gaunt figure of his father, he heard it play the stirring songs of war.

On May 24, ten bands were consolidated under Israel Smith, and played a marching salute to Lincoln. The musicians were soon after discharged from the service.

Such was the history, in brief, of that famous military band of which Mr. Hazard was a member. An understanding of this on the part of the reader is essential to the full comprehension of Mr. Hazard's pleasant reminiscences.

"On May 2, 1864," he began, settling himself into a chair, "we left Chattanooga on the campaign of Atlanta. On Sept. 2, we captured the city of Atlanta. There was not one moment of the night or day when the crash of musketry and the roar of artillery was not deafening in our ears. After the city fell into our hands, it seemed like a continuous Sunday.

"General Sherman established his headquarters there in the house of a Mrs. Welch, a vocalist of much merit. A three-minute walk away, in a little brick house, Israel Smith's band was quartered that we might be near the general to play for him when he desired. We could furnish either a brass band or an orchestra.

"One night, General Sherman said to us: 'Boys, the lady who owns this house is the widow of the Masonic grand master of Georgia. I'd like to pay her for the use of my house—but my salary is not large enough to support my family and leave anything over. I have been wondering if you wouldn't be willing to get up a benefit concert for her in the theatre.'

"A request from the commander-in-chief was as good as an order. We held the concert in the Atheneum for her benefit. Mr. Smith played the snare drum and violin solo as his part of the program, and Mrs. Welch played the piano. We made $300 for Mrs. Welch by that one night's performance.

"We were given the use of the

Arthur B. Hazard.

theatre. Then Israel Smith asked me what we could do to make money.

"'The air is vibrating with band music all the time,' said he, 'do you think we can scheme any amusement?'

"I told him that I thought I could, so he told me I was to be stage manager and go ahead. So I thought of a Boston Museum pamphlet, and went to work to reproduce it from memory. I taught the women the female parts and the men the male parts,—and all from memory.

"After playing a few nights there appeared to us legitimate actors from all over the army, asking to go on our stage. I was stage manager, and it was up to me to give these actors a hearing and to see if they could do what they claimed. The result was we had a different vaudeville performance every night for about three weeks, cleared $8000, and was able to turn over to Mrs. Welch $2000.

"I remember one wirey little Frenchman came to see me one day. 'I haf ze plaisaire to offer my asseestance,' said he, and I took him on faith and assigned him to a [illegible]. He appeared on the evening of the show in velvet trunks, with a puffed shirt and carrying Japanese parasols. Where he got them, no man can tell, for he could not have carried them with him on the march, and such things were unknown in Atlanta. Well, he gave one of the best shows in tight-rope walking and balancing that ever I saw,—it beat anything of the kind, in fact, that ever I saw.

"We had some other fine vaudeville performances, too. Men standing on their hands and feet, with a 200-pound stone on their chest, and a giant with a sledge-hammer breaking it; balancers; trapeze artists; and performances of all kinds. At the end of four weeks, we had netted $8,000.

"I painted the posters myself, and after a week or two became quite proficient. My last posters were pretentious,—scenes from the shows themselves. Lord Lovell appeared, for instance, in appropriate costume, with real water. The masterpiece of all was the painting of Nov. 15, 1864;—three figures representing a serenade. The band stuck these posters up round the city. But on the night of the 15th, all our beautiful advertising came to nought. For on that night, the theatre was burning—within a week we had started on our march to the sea.

"When Sherman captured Savannah he assured us we should be the first band to play in th
we were. We were t
to Pulaski square, and t
mas morning played,
gathered that our soldie
perse.

"While we were there,
mightily, there came fro
corner of a building a f
uniform. The 'Rebs' ha
and we were astonished
there came another and
there stood round us a
in Rebel uniforms.

"It then came out th
musicians, members of
band of Boston. The la
is that no man shall
Seven broke the rule, got
had to leave the Germa

"They moved to Sava
there was then no music
and furnished the city t
band that ever was ther
Rebels entered, they
man in the city, and g
mania band men the ci
shouldering muskets a
their instruments. T
course, the latter. The
we entered the city, w
army crossed the river
Carolina, they slipped aw
fusion and the darkn
understanding they shou
in Pulaski square.

"The Germans joined f
and played with us all
were in Savannah. The
derful musicians. We r
one concert, in Christma

"In March 1907, I was
again. The city had no
few blocks had been bu
appeared,—that was al
an electric car and rode
derbolt. There is a bi
fort there. In the Cas
restaurant and cafe. A
12 pieces was playing.
dancing, but a crowd o
was listening to the mus
was playing ragtime an
went up to the director
they ever played anyth
request, and asked, when
in the affirmative, for th
William Tell.

"I asked for several of
and finally he exclaimed:

"'You must be a mu
call for the best music!'

"'I am not much of a
day,' I answered, 'but w
in Sherman's band in P
on Christmas morning,
was a musician.'

"'Mein Gott!' exclaim
man, 'you are Mr. Hazz
John Wigand.'

"He was one of the
had joined us that earl
long before, in the city
He introduced me to th
of the band, his sons,
ping fellows, and fine
all knew me—from th
father had told of thos
when we marched tog
time,—Sherman's band.

"We had many experi
terrible days. I remem
battle of Gettysburg a
came up among some w
He was stripped to th
had lost both arms to
the red of the inflamma
ing his body to the wai
me for some water, and
him.

"'Is there anything e
for you?' I asked him

"'There is thot,' he r
could, give me a smoke

"I fished his pipe out
knocked the ashes from
his tobacco soaked with
blood and water. So I t
my own, a special leaf I
from home, and rich a
and filling up his pipe, li
and after starting it to
placed it between his lips.
him, radiantly happy, sea
by the road, in great pain
in great peace of mind.
smoke!'"

BENJAMIN CUMMINGS. A NEAR-CHRISTMAS BABY, IS 61 TODAY

Dec. 24, 1913

Benjamin Cummings.

Benjamin Cummings was born the day before Christmas and is today celebrating the sixty-first anniversary of his birth.

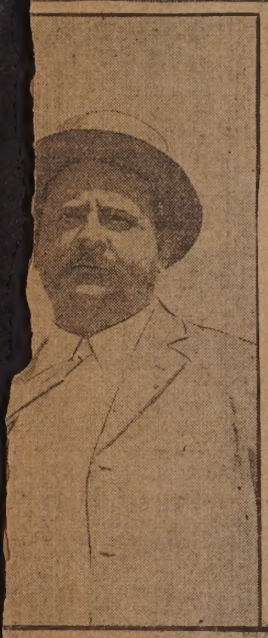
"Yes, I was born the night before Christmas," said Mr. Cummings. "Only weighed three pounds when I arrived, but I've been growing ever since. Ben Cummings, George Washington and Abraham Lincoln have all middle names. They don't need any.

"I am sixty-one years old today and I'll wager five to one that I will be here at the old stand fifty years long-er. Never felt better in my life and am still able to lick my weight in wild-cats.

"Seriously speaking, I have five families on my books of which I can say that I personally have acted as provision dealer for five generations. That is I have sold provisions to five generations of the same family in six different cases. Maybe there are more, but I can think of six. I expect to serve the next five generations of these same families if they last that long.

MASSACHUSETTS SHRINERS AT FORT PHOENIX.

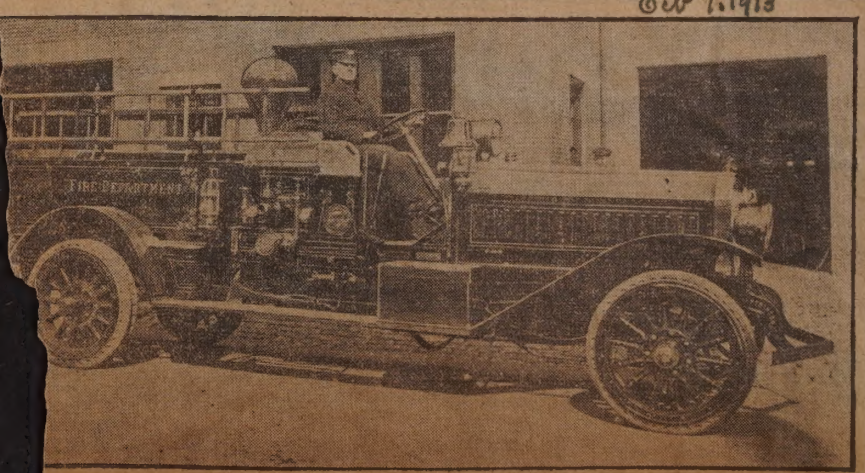
Aug 1913



The top row, left to right—Past Potentate Charles J. Shackford, Everett B. Sherman of New Bedford, Potentate James S. Blake of Boston. At the bottom, left to right—William A. Dean of Chicago, and Snell, the oldest Shriner at the outing, shaking hands with E. Clifton Sherman, the youngest.

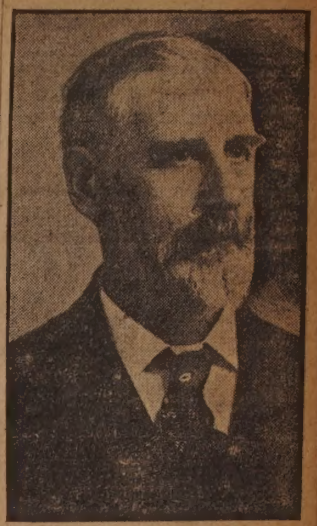
REF D'AHILL CRITICIZES ROBINSON ENGINE SPECIFICATIONS

Oct 7.1913



THE NEW ROBINSON ENGINE.

EZRA HOLMES IS OBSERVING 72ND BIRTHDAY TODAY.

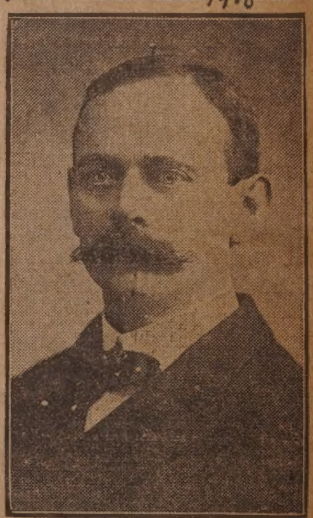


Ezra Holmes Feb 19 1914

Ezra Holmes is 72 years of age today and is quietly observing his birthday at his home in this city. Mr. Holmes was an officer at the house of correction here for more than 30 years and was retired a year or so ago on a pension. Mr. Holmes is enjoying as good health as could be expected at his advanced years, and was able to receive his friends who called today to offer their congratulations.

IN ASSESSORS' OFFICE TWENTY-TWO YEARS. FORTY-NINE TODAY.

1918



William J. Abrams.

There are few if any of the employes at the Municipal building who are more unassuming than William J. Abrams, clerk in the office of the board of assessors, but once each year Mr. Abrams comes in for a round of hearty congratulations from the other employes in the building, and from his many friends in the city at large. One of these occasions took place today, when Mr. Abrams celebrated his forty-ninth birthday. He has been for twenty-one years in succession an employe in the assessors' office and has been there twenty-two years in all. Twenty times he was elected as an assistant assessor, and two years ago he was made a permanent clerk in the office under the civil service rules.

FAIRHAVEN HOME OF H. H. ROGERS TO BE TORN DOWN AND REMOVED

Jan 13, 1914

Parts of Interior to Be Used in Summer Home to Be Erected at Southampton, Long Island, in $100,000 Residence of the Son of the Late Mr. Rogers---Fairhaven House Built About Twenty Years Ago.

The summer home of Henry H. Rogers at Fort Phoenix in Fairhaven is to be torn down.

Mr. Rogers, who inherited the real estate of his father in Fairhaven, is to erect a summer home at Southampton, Long Island, and the furnishing and furniture from the Fairhaven house will be used in the new structure.

Since the death of Henry H. Rogers, senior, the mansion that he built at Fort Phoenix has never been opened, and it is understood that he offered the property to the town as a park. This offer has not been accepted and this winter Mr. Rogers decided to have the house removed, such materials as would be available to be used in his new summer home at Southampton.

The lot on which the new building is to stand on is a plot near the ocean in the "Old Town," Southampton.

The residence is to be 50x200 feet in size, and the estimated cost is $100,000.

Walker & Gillette are the architects, and Donnelly & Corrigan, of Southampton, are building the foundation, including the first story.

The house at Fairhaven was built by Mr. Rogers to accommodate his entire family during the summer months, in order that all the children might be with Mr. Rogers. It was considered the finest wooden house along the New England coast, and when the entire family gathered with between 30 and 40 servants, it was more like a hotel than a summer home.

Charles Brigham, who was architect of all the buildings in Fairhaven erected by Mr. Rogers, designed the house, and it was originally constructed about 20 years ago. It was designed for an addition in the form of a south wing, and a few years after this was built.

The demolition of the house will be a large loss in taxable property to the town of Fairhaven.

ESTATE OF LATE HENRY T. WOOD ON COUNTY STREET PASSES INTO HANDS OF ROMAN CATHOLIC BISHOP FOR HOME OF FRANCISCAN MISSIONARIES OF ST. MARY

Jan 3, 1914

THE OLD HOLMES PLACE AT MATTAPOISETT.

Oct 13, 1912

House Where Autocrat of the Breakfast Table Visited His Son, the Supreme Court Justice.

THE REMAINS OF THE HOLMES PLACE AT MATTAPOISETT.

ca has its ruins. No ivy-
castle walls, perhaps, crum-
ray on a hillock; no monastery,
esuetude and decay, but ruins,
that, with a story of their
d a glamour of cedars,
and memories.

s the reader thinks of some
e in an Arizona canyon; or
er in Rhode Island whose
s unknown; or of a New
farmhouse, left for spiders
eneral disintegration. But
r has in mind none of these.
d recently by a tumble-down
wall, eastward from Ham-
Hill, Mattapoisett, among
aist high and a tangle of
ry vines. Over a mound of
hes grown wild, was a gray
American ruin, that might
r as its outward aspect is
, the roofless fragment of
estle or a dismantled tower
t. Yet in fact it is only
s left of Oliver Wendell
r.'s barn.

stice Holmes, at the time
sidence in Mattapoisett, was
justice of the supreme court
chusetts. Here, in summers,
or quiet and rest. Here on
casions, his eminent father,
le-witted poet of the same
e to visit him. In those
the veranda of his house,
ee across low moors to the
ean. But the moors are
ed with lusty young cedars,
evergreen curtain has shut
a.
d from all that is left of
two hollows, partially
roken rocks, charred,
ers, earth tumbled in,
ling out. They were
llars of Mr. Holmes's
ouse was a rambling
more than 100 years
ld to Mr. Holmes by
Israel Cowen. Its wooden barn had been struck by lightning and burned sometime in the early twenties, and was replaced by the substantial granite structure whose ruins stand now so picturesque on the road to Crescent Beach.

A farmer burning over his ground is reported to have been responsible for the flames that destroyed the house. The nearest neighbors saved what furniture they could, but are said to have left behind Justice Holmes's valuable books.

New Bedford still talks of a visit from Charles Dickens, long ago, and of the fact that from her port sailed Herman Melville on those wild whaling voyages that brought forth "Moby Dick" and his masterpiece, "Typee." Marion talks of the residence there of Richard Watson Gilder and the more recent one of Richard Harding Davis. The cape tells of Joseph C. Lincoln and how he writes his vernacular books there summers; and how, long ago, Sarah Pratt McLean Greene appeared in Cedarville and obtained the village gossip from which she wove her "Cape Cod Folks" that almost roused an insurrection in that hitherto placid community. And Mattapoisett has not the least boast when it tells of the summer sojourns there of Oliver Wendell Holmes, Jr., author of law books and United States justice, and of the visits of his father, the poet-physician.

An old-time gentleman in long boots, with a dingy straw on his head as weather-beaten and worn as his bearded face,—a man of the soil, with the wisdom of Cape Cod folks stamped on his lined forehead; a philosopher and solitary, farmer of marshlands and seaside cornfields,—such a fellow, striding along a country road with a whip of willow in his hand, paused at the salutation of a stranger, who was sighting like a gattling gun, a shiny-lensed camera towards the massive rock-ruin by the road.

"What do yer see in that?" inquired Longboots, pointing with his willow to the cloth-covered picture-maker.

"What you see over there, reversed. Want to look?" replied the other, stepping aside and hospitably raising the veil.

The rusty straw was laid aside in a clump of bayberry, and the grizzled old head tucked clumsily under the black hood.

"D'yer see it?" asked the reporter.

"Not a durn thing," replied the uninitiated farmer, staring hard through the ground glass.

"Look at the glass and not through it," directed the other.

"Thar she is!" excitedly, "Topsy turvy, plain as day! Every stun on 'er true as life!" and he squinted hard, and drew his head from under. "But how do you turn it right side up?" said he. "Yer photigraph don't come out like thet, do it?"

And like a baby with a new rattle, he desired to point it at the cedars, at the old wall, at the empty cellars, at the winding road. He scrutinized to his heart's content all his familiar world. Then he was asked:

"Who lived in the old house that used to stand there?" pointing at the hollows among the cedars.

Upon this, the old man waxed somewhat confused. A literary fellow from Bosting, he thought, a man with books, a big lawyer, whose father wrote po'try. He could not understand what brought him there, and seemed disgusted that the reporter was so much interested in a heap of crumbling stones, relics of a common barn. And expatiating on the increased scarcity of clams and the cost of feed, Longboots departed.

Meanwhile, an interested visitor from New Bedford, who had accompanied the reporter, unearthed from under some charred boards, by means of a pointed rock, a rimless cartridge of the large, antique fashion in vogue fifty years or more ago. This he bore away with exaggerated joy, declaring it to be a genuine relic of the residence there of the Holmes family,—of which Mattapoisett still likes to boast.

Now what the old farmer saw is reproduced for The
here, and if they do
to be as romantic a
found in the Black Fo
enchanted groves of Arden,
deserve to have any ruins
own to boast of at all.

On an island of Onset Bay is sho
a rock upon which, it is allege
Daniel Webster was in the habit o
sitting and viewing the islands of
Buzzards Bay. Men's fondness for
connecting certain landmarks with
historic personages is thus illustrated
all the way from New Bedford to
Provincetown's crooked and brine-
dwarfed apple-trees. The queer old
rock in Marion woods was once the
pulpit of a preacher to the Indians.
The heavy growth of pines across an
arm of the sea, over Plymouth way,
"Bloody Woods," where some of King
Phillips's Indians once massacred a
company of white men. A certain inn
at Brewster the yearly haunt of "Joe"
Lincoln, the delightful entertainer; a
picturesque stone building, now
Marion's gas house, the studio of
Richard Watson Gilder, where Nor-
dica is said to have sung, and where
all sorts of literary, musical and
theatrical lions gathered and gossiped
together.

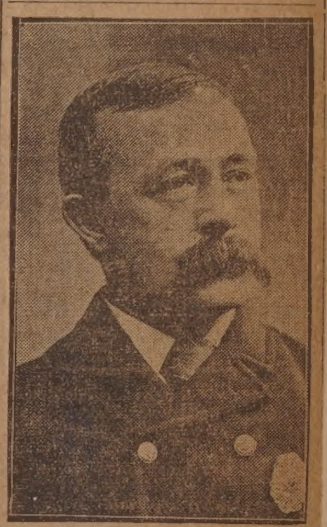
So Crescent Beach folks, taking their visitors metaphorically by the hand, escort them along a dusty road to a forlorn old wall, and boosting them over, declare that the lilacs and the cedars; the wandering, dingy-headed Bouncing Bet; the sunken hollows; the great stone threshold overgrown with grass and shadowed by nodding disks of Queen Anne's lace (as yarrow is better called); the stone ruin of the barn itself are indications of a quality now departed,—when literary men, serious-faced, philosophic dispensers of wisdom, came down there in the summer to visit the chief justice of Massachusetts taking his holiday ease.

A BLACKSMITH SHOP PARTY.

Feb 24

Edward M. Durfee Presented Seven-Day Clock by Relatives and Friends.

Edward M. Durfee, who for 50 years has been a blacksmith in this city, celebrated on Saturday his 68th birthday. A large number of his relatives and friends called at his blacksmith shop on Bethel street at 2 p. m. Saturday and presented him a fine seven-day clock. After the presentation there was a clambake.



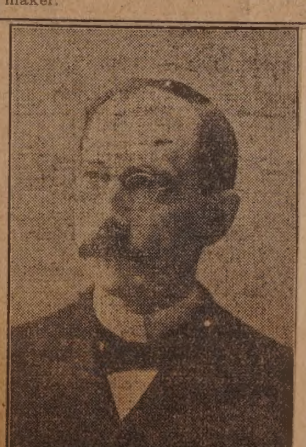
Edward M. Durfee.

The clock was given Mr. Durfee by Edward Blain, on behalf of the relatives and friends, with an appropriate and graceful little speech. The shop was decorated for the occasion.

Mr. Durfee was born in New Bedford in 1845, and lived here and in Fairhaven during his childhood. He married Miss Emma W. Cushing in 1869, and Mrs. Durfee had five children, two of whom are living. He spent 43 years at one forge. He was a fireman in the old days of hand engines.

Among those present at the party in the blacksmith shop were: Daniel Blain, Edward Blain, A. Guild, P. Foisy, Charles Clarke, William Brow, A. Gillett, J. McCormick, S. Paul, T. Crapo, V. Bassett, B. Gifford, J. Bannister, Mr. and Mrs. Zylstre, Charles Jouett, Charles Parker, Nathaniel F. Sowle, Edward Clancy, A. E. Wardell, Z. Wardell, W. Kirby, A. Tallman, L. Hawes, J. Hawes, J. Nickerson, Mr. and Miss Nickerson, Mrs. L. J. Hathaway, Mrs. M. Nickerson, Miss Shea, Miss A. Shea, J. Hathaway, A. Dumas, George E. Briggs, Miss Clara Francis.

ARTHOLOMEW.



REV. J. FRANCIS COOPER.

The New District Superintendents.

Rev. C. H. Kershaw.

NUSUAL COLLECTION OF CURIOS.

ttapoisett Postmaster Has Interesting Souvenirs Picked Up All Over the World by Old-Time Master Mariner—Several Were Secured During War of 1812.

PHOTOGRAPH OF CAPTAIN JAMES SNOW AND SOME OF TH E RARE CHINA CURIOS.

Dec. 5, 12

A collection of old articles of various kinds which would please the heart of the lover of curios, is in the possession of James S. Burbank, the postmaster of Mattapoisett—a collection which in addition to its intrinsic value is far more precious to Mr. Burbank in that the various antiques were picked up from time to time by his grandfather, James Snow, who, for 50 years or more, sailed the seven seas as a merchantman. Few there are now living, who remember Captain Snow in life, for he was well along toward middle age before any of the present generation were born, but there are still in Mattapoisett some of the residents who can dimly remember the figure of the gruff, lovable old master mariner, while by tradition he is known perhaps to half the inhabitants of the town. Sailing out of Mattapoisett in command of ships, he roamed all over the world, successful as a navigator and as a trader, and through good fortune and good management, treading the deck of his ship with the American flag flying at the peak all through the war of 1812, one of the few American commanders to come through that perilous period with his vessel unscathed. During that war, the British navy raised havoc with the American merchant marine, its ships heavily armed preying upon the commerce of the United States, seizing cargoes and hulls, bringing both to port as prizes if opportunity allowed; if not, destroying both by fire and sending the American vessel to the bottom. On several occasions, Captain Snow narrowly eluded capture; in one instance he was actually boarded by a British lieutenant, but he never lost his ship, and many of the curios which Mr. Burbank now owns were gathered during the war and were preserved by the captain until he had brought them safely home. One of these is an ancient spy glass, a ponderous old thing according to present standards, but evidently most efficient in the olden days, for it was through this that Captain Snow used to scan the horizon from the mizzen peak, when the lookout sighted a strange sail, and what he saw through this glass decided whether he should keep on his course or turn and run.

There are now but four people living who are of any relation to Captain Snow. These are four grandchildren, James S. Burbank, postmaster of Mattapoisett; Levi Snow of Fairhaven, James Brown of Onset and Mrs. E. B. Gifford of New Bedford.

From an early age, Captain Snow followed the sea and at different times he was in command of such old time ships as the "Liberty," "Sappello," "Cato" and the "Lady Madison," all merchant vessels.

During his voyages to Liverpool, London and other foreign ports, Captain Snow assembled his collection of curios, Mr. Burbank retaining, perhaps, the most interesting articles of the collection. He has in his possession two of the old log books written by Captain Snow while on some of his voyages. They are yellow with age, but the writing is still black and readable, written in the old style hand of that period. The most interesting log is the one written just a hundred years ago last March, at the time of the war of 1812. Several entries in this log refer to English frigates. One is as follows:

"Twelfth day of March 1812—from Plymouth, England, to the Island of Mayo, at 2 p. m. Was boarded by his majesty's ship Favorite of 20 guns, treated politely and ordered to proceed." Another entry reads:

"Thirteenth day of March, 1812, 10 a. m. Sighted an English frigate which passed, but did not board us; at 11 30 another English frigate."

During this period when Great Britain and the United States were having trouble, Captain Snow was in command of the ship "Liberty." Mr. Burbank has in his possession two letters written by his grandmother to Mr. Snow while on this voyage, in one of which she wrote: "I am afraid that you will be took."

In 1800, Captain Snow was in Liverpool and he brought back a large wash bowl and pitcher. It was during President Adams' administration. On one side of the pitcher painted upon the white ware is a portrait of President Adams, while on the other side, is a picture of the ship "Cato" which at one time was under the command of Captain Snow. In the bottom of the large bowl is a colored picture of the ship "Lady Madison." This wash bowl and pitcher is distinctively antique and has been jealously admired by all who have seen it. Several cups, saucers and dishes of pure china, brought from abroad are among the things which were handed down to Mr. Burbank.

The house in which Captain Snow resided while on shore, is still standing on Water street, Mattapoisett, and is occupied by John S. Hammond.

SECOND EDITIO

SCULPTURE EXHIBIT

AN INTERESTING DISPLAY THE SWAIN FREE SCHOOL

American Federation of Arts Washington Has Loaned a Mag cent Collection of 170 Large Pl graphs.

Nov. 14. 12

American sculpture was prob never better represented within four walls of one building than today in the Swain Free school County street. The American Fed tion of Arts at Washington has los a magnificent collection of 170 l photographs, showing the best re sentative works of American art The exhibition is open to the pu and will continue for two weeks.

There is in the collection illus tions of works which have made m ern American sculpture a name over the world. Its dominant not vigor, individuality, originality. F the majestic seated figure of Ha mann, under its arch, with the p nelled wings of the monument swe ing to right and left,—the work Niehaus, and his spirited statue of Louis, to the mother groups of Be Potter Vonnoh, who as a wor seems best able of American sc tors to translate into bronze and st the sacredness and poetry of mot hood, the exhibition is one of finest New Bedford has yet seen the Swain Free school galleries.

Charles H. Niehaus's "The Scra was the first American work in s ture to win a gold medal in Germ There are also shown those great symbolic groups, "A America, Asia, and Europe," Daniel C. French; the conventi and impressive architectural gr executed by Karl Bitter for the N National bank of Cleveland; clever little work, "Nature's Sundi a boy playing with a frog, by J. S Hartly; and the almost living ma group, "The Finding of Moses," Augustus Lukeman.

A photograph of the head of Marlowe, beautifully wrought in marble and teak wood by Her Adams, is also on exhibition, the monious, "Cowboy at Rest," by S H. Borglum; "The Destiny of Red Man," by A. A. Weinman, Indian groups by H. A. MacNeil.

There is also shown on the wall the photograph of a work New Bedford sculptor,—Charles Aiden's "The Whaleman,"—the f of an old man, seated on a ship's and telling to his grandson stori the sea, when New Bedford led world as a whaling port. It is spicuously placed between two gr by French; and it is pleasing t pride of New Bedford people to that the photograph of a grou one of their own citizens is not o place among the other masterp on the walls.

Modelling Room Opens Nov.

Work on the new modelling is advancing rapidly. This the basement, is newly equ modelling benches; a spec holding work in clay and th moist, and is finely li windows and elec tri class will open Nove

Among the collect tained by Mr. Burba farmer's almanacs. the captain's hobbies sea, to keep a minute local event. For 33 on the margins of t sometime inter-leav them with notes, weather, the arrival ships, the building a vessels, and at times deaths which occurre The almanacs still with which they were ago and pages and rea in the best of condition, dated from 1769 to 18

Mr. Burbank's collec sorts of old-fashioned he keeps them as tr Mattapoisett house. each one of them, is so venture or romance ha the old captain and privileged to know the silverware and chi through a life-time f corners of the world, as charm.

HELD PRISONER ON THE ALABAMA.

arrison A. Rogers, Sailing Out of New Bedford in a Placid Old Whaler, Was Captured by Confederates and Had Thrilling Experiences Galore.

Dec-8-12-

a summer day in 1862, while llan with his army corps was cting his campaign on the ac to force the Confederate into Richmond, there lay hove the Atlantic whaling grounds, Bedford whaling bark. From ow's nest, a small boy on watch, ar off on the horizon the smoke steamer. As she drew nearer could be seen flappin from her head a strange flag, one which of the seamen on board had een. The steamer was the Con- te privateer Alabama; the g bark was the Virginia and aster was Captain Cedric Tilton neyard Haven. The boy who d the steamer from the crow's was Harrison A. Rogers of this He was 12 years old and it is first voyage.

Rogers, no longer a boy, still in New Bedford. He is not a ive man but occasionally he is found in a reminiscent mood. of the events of his life have igh faded from his memory, but e recalls as if they happened esterday, being held captive in labama and the battle of Spotnia court house. Here Mr. s, under a heavy cross fire, d on his stomach to where his ny's flag had fallen when the bearer was shot and saved it being captured by the enemy.

bark Virginia, the ninth vessel captured and burned by the na, had sailed from New Bedust two weeks before she was tured by the privateer. When s from the mast head reported eamer's smoke on the horizon hale which was being cut in was drift, and the crew and the of- bent all of their energies to ng sail on the vessel. The bark, commodious craft with tub like was built for room rather than d, and she was somewhat underred.

rom the time that the Alabama sighted the bark making sail and ing underway, it was less than an r before she sent a solid shot skipalong the water in front of the na's bow. A second plowed a in the water astern of the and the third shot that was skipped over the bark's deck and missed the mainmast. The bark about and the crew crowding e rail watched three large boats, with men, leave the steamer's and head towards them.

under officer in command of one boats on reaching the Virginia aboard and informed Captain that his vessel was the prize Alabama and that the bark's were all prisoners of war and o be transferred to the steamer. was in one of the first boats ave the Virginia and he was too gently handled when he d the privateer. His hands were and he was given a place on sleep. He was not alone, for t of his ship mates received e treatment, and they shared with nearly 100 prisoners, s of other vessels which had tured.

e stores of any value from were transferred to the he last that Rogers el was the red glow ked hull blazing high s of the night as the away.

the privateer was prisoners the sailors much better by their ere the soldiers cap- . The only hardship e sleeping at night on decks without even a em or under them. A 20 feet by 20 feet was he prisoners to take n but they were always med guards.

fter the capture of the prisoners were all orleck. Soon afterwards, ing and after being pen- e dark hold, they were to go on deck. Here w prisoners, the crew of ford whaler Elisha Dunhunbar had sailed from d two days before the fell into the clutches of two days later.

HARRISON A. ROGERS.

Rogers was kept prisoner for several weeks on board the Alabama and in this time, in addition to the capture of the Virginia and the Elisha Dunbar, the privateer took two other prizes. These were merchantmen. With nearly 100 prisoners, quarters on board the Alabama were cramped and one day the British ship Emily Farnham was overhauled and the prisoners paroled and sent to England. Two of the crew of the last merchantman captured were given an opportunity to enlist in the Confederate navy and they joined the Alabama's crew. These were Englishmen, however, Mr. Rogers said, in telling his story.

During all the time that he was a prisoner on the Alabama, Rogers had irons on his wrists like all of the other men. When the day came for him to be paroled and sent to England he unlocked the irons with a piece of twine which he had in his pocket. He took the irons with him as a memento and they are shown in the accompanying illustration.

Rogers, with the other paroled prisoners, landed in Liverpool penniless. He availed himself of his first opportunity to work a passage to the United States. He crossed the Atlantic in the fall and it was the dead of winter when he arrived on this side, half dead with cold and with hardly clothing enough on his back to keep him from being arrested. Less than a year from the time that he left New Bedford, he reached home again broken in health and in spirit.

On January 26, 1864, he enlisted in company E of the 58th Massachusetts regiment. He was 16 years old, but big for his age and passed easily for 18. The company went into camp at Readville, but on being mustered in, became a part of the 58th volunteers. Immediately on being sent to the front, they received their baptism of shell and shot at the Wilderness. Next the company was drawn into the battle at Spottsylvania court house and here Rogers saved the colors of his company. The color bearer fell and the company flag looked like easy capture for the enemy, when Rogers wriggled on his stomach from the skirmish line and in the face of a fierce cross fire, succeeded in saving them.

Rogers was wounded in saving the flag, but after going to the rear and having his wound dressed, returned at once to the front and kept fighting. At Petersburg, Rogers with other members of his company, undermined Fort Hill, which was the key to the whole defence of the beleaguered city. Here the company was captured, but Rogers managed to escape.

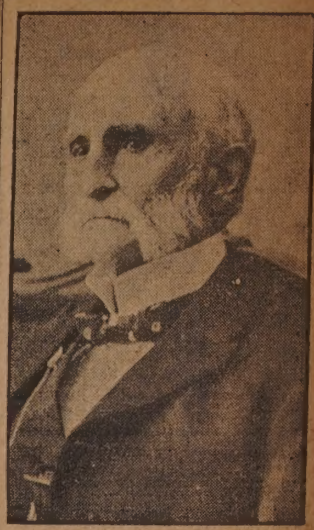
Other battles which Rogers took part in were Cold Harbor, Todds Tavern, Pennsylvania River, Trollop's Tavern, Hatcher's Run, Poplar Tavern, Shady Grove Road, Peeble's Run, Bethseda Church and Weldon Railroad.

Rogers returned from the war a battle scarred veteran, but several years from being a voter. For a time, he stayed with his parents and then shipped on a whaling vessel. He had the experience of being separated from his vessel for 60 days and then being picked up again, while on the brig Starcastle of Fairhaven. One of the men in the boat with him was Captain Manley, who recently returned as master of the schooner Margaret. One of the crew of the brig was Captain James Avery of this city.

Mr. Rogers is a member of the William Logan Rodman, G. A. R. post.

Jan 22.1913

First Physician to Give Ether in Fall River.



Dr. Jerome Dwelly.

HIS 90TH BIRTHDAY.

DR. DWELLY IS OLDEST PHYSICIAN IN FALL RIVER.

Had Been in Continuous Practice from 1847 to 1909—A Member of School Committee for 20 Years and Medical Examiner for 14 Years.

Fall River, Jan. 22.—Dr. Jerome Dwelly celebrated his 90th birthday yesterday, at his home, 251 Bank street. He is the oldest physician in Fall River, and has the distinction of being the first to administer ether in a surgical operation in this city or in this part of the state. He was born in Tiverton in 1823, and graduated from the Massachusetts General hospital in 1847. At the time he first made use of ether he had been graduated only a few months, but had seen its use while in the office of Dr. Solomon Townsend is Boston. He opened an office in this city, and his first operation with the use of ether occasioned much surprise and gratification to the local physicians and surgeons. When he retired about four years ago, Dr. Dwelly had been in continuous practice in this city since 1847, with the exception of from 1849 to 1851 when he went to California. He was the first physician after the incorporation of the city. He was also medical examiner for 14 years, and for nearly 30 years was United States examining surgeon for pensions. He was a member of the school committee for 20 years.

In 1848, he married Janette A. Cook of this city, who is still living. There were four sons, one of whom survives—Fred O. Dwelly, city messenger. One of the daughters is the wife of Lieutenant Colonel Charles B. Woodman, and the other is unmarried.

Nov 21, 1912

Dr. Hamlen the Oldest Preacher in Service Up to Time of His Retirement.

THE LATE DR. HAMLEN AND MRS. HAMLEN.

DR. HAMLEN DEAD.

AGED METHODIST SPENT 20 YEARS IN SOUTH.

Factor in Methodist Church Work for Over Half a Century Expires at Taunton—21 Years Secretary of New England Southern Conference.

Rev. George M. Hamlen, D. D., up to April 1 of this year the oldest active Methodist preacher in New England, and until this fall a resident of this city from the time of his retirement in the spring, died Wednesday in Taunton. Mr. Hamlen was 82 years and 7 months old.

Dr. Hamlen failed rapidly from the time of his wife's death last spring. Mrs. Hamlen had been his constant companion throughout the long period of his life as an active preacher and died shortly after he was placed on the list of superannuated ministers of the New England Southern Conference at his own request.

Dr. and Mrs. Hamlen had been for 55 years significant factors in Methodist church work. They devoted at great personal sacrifice 20 years of their lives to work among the 'poor whites" of Alabama. Dr. Hamlen being appointed in 1889 president of Mallalieu seminary, Kinsey, Alabama, —an institution named for the late Bishop Mallalieu who, to the day of his death, had for it a keen and constant sympathy, and who was for a quarter of a century and more a warm personal friend of the Hamlens.

Dr. Hamlen served his conference for 21 years as secretary and treasurer, and for 23 years as transportation secretary. His wide experience embraced, also a period of eight years as Taunton city missionary, and one year, 1877, as chaplain of the Bristol county jail at Taunton. In 1859 and 1860 he was pastor of the Mt. Pleasant church, situated in what was known as Jesseville, New Bedford.

The aged minister's constant companion and assistant, his wife, died early in June at the age of 72. Mrs. Hamlen taught music and painting at the seminary, leading a life of the greatest self-denial for a fifth of a century that she might assist her husband in his noble work. She held many high offices, prominent among them being that of secretary of the organization of King's Daughters.

Dr. Hamlen was born in Sandwich on April 15, 1830. He was educated in the public schools of that town and at East Greenwich, R. I. He then went to the Theological school at Concord, now a part of Boston University.

He was licensed at East Greenwich, in 1853, to preach, and began his clerical life at once with Rev. Charles Havard, who was stationed at Wickford, R. I. He graduated from the Concord Theological school in 1857, graduating in bed, having broken both legs two weeks before his graduation. The following year, 1858, he joined the New England Southern conference, then called the Providence conference.

His work then, year by year, was as follows:

1859-60, stationed at Jesseville, New Bedford; 1860, Portsmouth; 1861-62, Millville; 1863-64, Stoughton; 1865-66, Power Street church, Providence; 1867, the Centenary church, Provincetown.

1869-76, City Missionary at Taunton.

1877, chaplain of the Bristol county jail at Taunton.

1877-79, Vineyard Grove church, now known as the Oak Bluffs Methodist Episcopal church.

1880, Acushnet; 1881-82, Washington, R. I.; 1883-85, Central Falls, R. I.; 1886, Pascoag, R. I.; 1887-88; Fall River, Quarry Street church.

1880, appointed agent of the Mallalieu seminary, Kinsey, Alabama; 1889, appointed president of that institution.

1909, president emeritus of Mallalieu seminary. Resigned, and was stationed again at Oak Bluffs, finishing the year at his old church; 1910-11, at Lambert's Cove, on Marthas Vineyard. He was invited to return to the Cove another year, but the illness of his wife obliged him to withdraw from active life in the conference.

The funeral services will be held in Taunton Friday and many of the Methodist ministers of this city will attend.

Feb. 18, 1

THE "POET OF THE SIERRAS" DIES IN CABIN AMONG CALIFORNIA H

CINCINNATUS HEINE MILLER ("JOAQUIN MILLE

Feb. 8, 1913

FAMOUS HAND TUB SOLD FOR JU

RVED HIS COUNTRY AND HIS CITY.

tenant Joseph B. Wing Went to War When He Was 15 Years Old and Has Served the City Since 881—Is 67 Years Old Today and Is One of Best nown Members of Police Department. July 1913

UTENANT JOSEPH B. WING AS A MOUNTED POLICEMAN.

ngratulations of his friends comrades in the police de- awaited Lieutenant Joseph of 81 Chestnut street when ived at the Willis street station uty this morning. Lieutenant is 67 years old today. He was in New Bedford way back in and has lived here ever since for four years' service in the with the Third Rhode Island ry during the civil war. He een a member of the police since 1881 when he was ap- d a patrolman by Mayor Will- nd since 1894 he has been a nant. He has seen service in arts of the city, on foot and ted, and for years he was at the where his smiling face was the to greet home-coming passengers ey stepped from the train.

utenant Wing was born on Pur- street in a house which stood e the skating rink is located at present time. The summer that as 15 years of age marked the ng of the Civil war. The streets w Bedford were filled with s who had enlisted and the ters caught the war fever. of his brothers left home and d, two in a Massachusetts regi- nd the third in one from Con-

The news of the war fired ambition to go to the front ered himself as a recruit rst Massachusetts cavalry. jected because of his size ge. He tried to join the achusetts infantry, the 17th nd the 5th battery but was

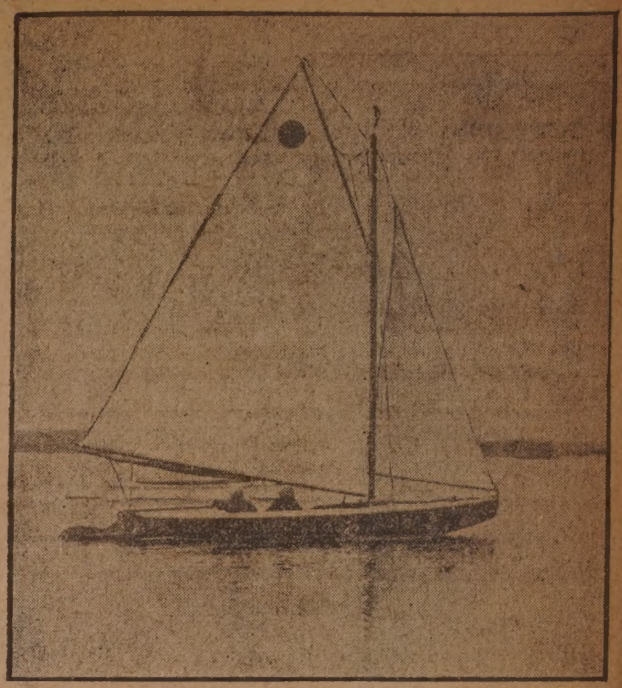
that they took anybody in and and I determined that I would go there and enlist. Three of us started one morning. There was Robert Allen who died two years ago, and Stephen Hammond and we ran away together. We took oath that we were 18 years old on a Saturday. The following Monday we were sent south and then for the first time we notified our parents where we were, and the next time they heard from us we were at Port Royal. Some years ago when I made application for my old age pension, the pension office sent a letter to me, asking whether I was lying now or whether I lied in 1861. I told them in 1861 and produced my birth certificate."

During the second year of the war Wing, but 16 years old, was made a corporal and after his three years had expired and he had been home on a furlough and reenlisted, he was made an acting sergeant, which position he held until he received his honorable discharge at the end of the war.

Colonel Charles R. Brayton was the commander of the 3rd Rhode Island and the regiment took part in 40 battles of the war. For 18 months the regiment was in front of Fort Sumter, and among the battles in which Lieutenant Wing participated were Port Royal, Bird and Jones Island, Fort Pulaski, Secessionville, Mainland, Pocotaligo, Combahee, Fort Sumter, Honey Hill and Deveaux's Neck.

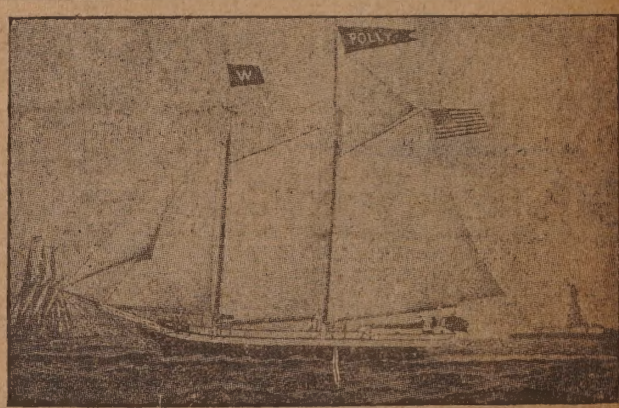
Lieutenant Wing was 19 years old when he came back to New Bedford. In 1879 he married Harriet S. Clark, who died about a year ago. She was a daughter of Henry F. Clark, a well known cooper of this city. Lieutenant Wing has two daughters, Georgia F. Wing and Alice B. Poole.

OWLET LEADS APPONEGANSETT FLEET.



CAPTAIN EDWIN CHANNING'S OWLET UNDEFEATED THIS SEASON.

THE POLLY, 108 YEARS OLD, MAKES PORT UNDER JURY RIG.



SCHOONER POLLY.

Sch. Polly Has Accident.

The schooner Polly, now weathering one hundred and eighth year afloat, arrived at Vineyard Haven from Newport yesterday on her way to Boston, reporting her first accident in several years. The ancient craft's foresail and main sail were gone, as a result of a blow off short last night, and her century old hull was hardly able to make headway under a jury rigging. The Polly will be towed to Boston.

EELING FINE

Captain William H. Poole.

Captain William H. Poole, feeling almost as spry as on the day back in May, 1864, when he sailed on the bark Morning Star for Hudson bay, is 69 years of age today. This morning he came to The Standard office to show what little effect the past years had made on him.

Captain Poole was born in North Dartmouth and lived on his father's farm up to the age of 19 years. At that age he shipped before the mast on the bark Morning Star and made two voyages to Hudson bay under the late Captain Charles Allen. Captain Poole believes that he outlived all the fellow crew members on those voyages. He remained at sea until 1891, when he returned to terra firma to take up farming until 1902, when he became yardmaster at the Butler mill. From this work he retired in 1911, and since that time he has at times worked at gardening. Captain Poole is a member of Acushnet lodge, No. 41, I. O. O. F., and of Annawan Encampment, No. 8.

OLD LANDMARKS IN CENTER PASSING.

Feb 8. 1914

THE READE PROPERTY ON PURCHASE STREET, WHICH IS BEING DEMOLISHED.

CHARLES M. HOLMES BUYS ALLEN ESTATE ON HAWTHORN STREET RECENTLY PLACED ON MARKET.

Feb. 9. 1914

NEW HOME OF CHARLES M. HOLMES ON HAWTHORN STREET.

Charles M. Holmes has purchased the large estate formerly owned by Gilbert Allen at 90 Hawthorn street, and will take up his residence there after making changes in the interior of the house.

The property consists of about 45 rods of land, with a 90-foot frontage on one of the most desirable parts of Hawthorn street. The house is of large size and attractive appearance. It was placed on the market for sale a short time ago, following the death of Mrs. Allen, who lived there with her daughter.

Lawton Corner Alterations, Showing Depth to Which Building Will Be

THE I. L. ASHLEY STABLE. Feb 8.

R. DOWNING CONDEMNS SCHOOL ASSOCIATION.

CHARGES SCHOOL BOARD CENSORS WITH BIGOTRY.

Feb. 26, 1913

RAL CARTER STARTS FOR TEXAS TO COMMAND 14,000 TROOPS.

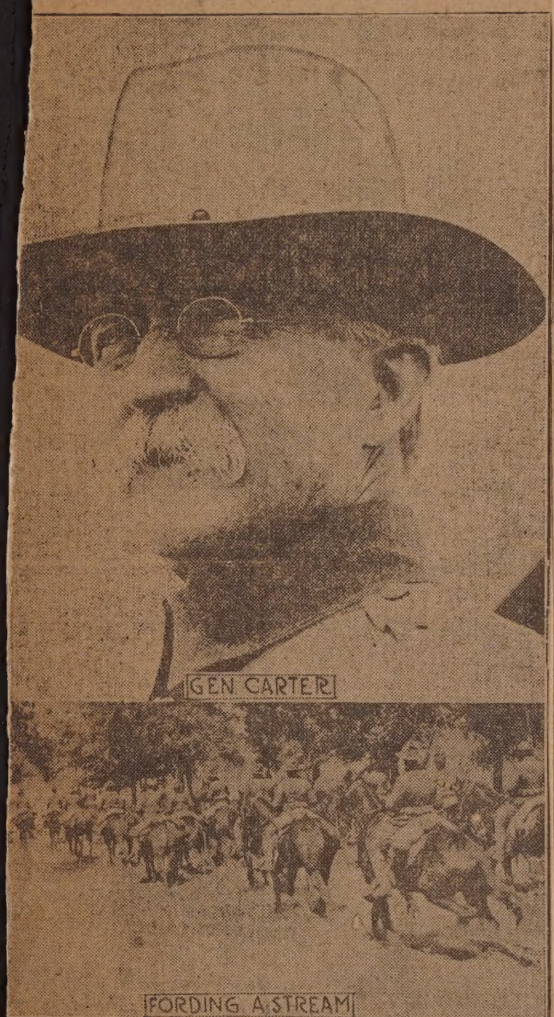


Photo by American Press Association

icago, Feb. 26.—Major General William H. Carter, commander of ntral department and second division of the United States army, with ff, last night started for Texas City, Texas, where he will take of 14,000 soldiers soon to be assembled there. The 1,000 men at heridan moved this morning. Colonel C. H. Murray, in charge of obinson, Neb., was ordered to assume command of the central de- nt in place of General Carter.

Protests Against Sectarianism in School Question — Promoters of P. S. A. Disclaim Narrowness and Believe In Fairness of Their Questions.

Publicly protesting against sectarianism as an issue in the New Bedford school committee election, Rev. Mortimer Downing, pastor of St. James Roman Catholic church, from the altar at several masses Sunday morning addressed his parishioners on the school question.

In announcing the diocesan collection for the Catholic University, Father Downing took occasion to condemn in no uncertain terms the "Public School Association," which is at present in process of formation. In the course of his remarks Father Downing said:

"I take this occasion to publicly protest against the impudence and narrowness of the self-constituted censors of our Public School Board. There are two classes of officious persons we meet with in daily life—ladies, who have not and never will have children of their own, who are very much bothered about other people's children; and men, whose sex is only evidenced by their clothes, who as busybodies mix and meddle in other people's affairs, but whose fingers usually cling to what their mates of the other sex do not get. Neither class would be known if they should mind their own affairs.

"I read in yesterday's paper a series of questions proposed by the Public School Association to the candidates seeking election to the school board. Of course weak-kneed politicians and office seekers may in fear reply to those queries, but self respecting men will treat them with the contempt they deserve. Were I running for the office and were I not a priest I know where I would feel like telling the questioners to go for information.

"In the land in which I was born according to folklore there was a certain individual who used to dress up as a gentleman but whose identity was always given away as he could not successfully hide the cloven foot. You will find some like him even in this free land—the bigots. No matter under what fair form they may try to veil their purpose, the cloven foot of bigotry is bound to show through the covering.

"Did you read the questions to which I refer?

"Note the impudence of asking the age, if a lady were running for the office.

"The eighth question 'Have you now, or have you had, children in the public schools?' could be put much more boldly and honestly 'Are you a practical Catholic?'

"Some short time ago I publicly expressed the wish that sectarianism would not be introduced into the school question in New Bedford. I now publicly protest against its introduction, and would warn the bigots that their are some games at which two can play. Who are those Solons anyhow? Where did they get their authority? Whence did those paragons of wisdom derive the light by which they are going to direct the votes of the benighted voters of New Bedford?"

THINK QUESTIONS FAIR.

Secretary Serpa Sees Nothing to Give Offense.

Charles N. Serpa, secretary of the committee called to organize a Public School Association, who mailed the questions referred to by Father Downing, said to The Standard today, "I think that the questions were perfectly fair. Not knowing all of the candidates personally, it was necessary to ask them a few questions. About all the P. S. A. is a non-sectarian

(Continued on Eleventh Page.)

Lemuel T. Willcox, Re-elected President of Bar Association.

Feb.

PRESIDENT WILSON'S PERSONAL ESCORT AT INAUGURATION.

Feb. 27, 1913

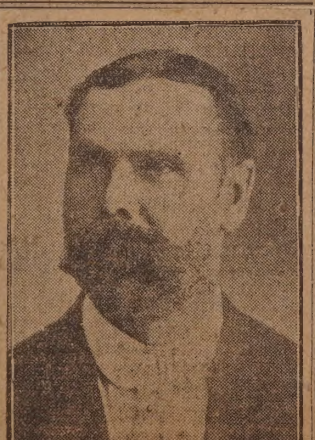
CAPTAIN ROOME AND THE ESSEX TROOP.

Newark, N. J., Feb. 27.—Under command of Captain Bertram R. Roome, the Essex troop, which is to act as personal escort to President Elect Wilson at the inauguration ceremonies, will leave for Washington next Sunday attired in full dress uniform. The men will take their own equipment and will establish camp in the outskirts of Washington. The troop will return home the day after the inauguration. When Mr. Wilson reaches Washington Monday afternoon the Essex troop will be at the union station to escort him to the Hotel Shoreham, where he will spend the night of March 3 as the guest of his uncle, John Wilson, of Franklin, Pa. As eprsonal escort the Newark company will have the place of honor in the inaugural parade.

THOMAS LUCE PROPERTY FETCHES $11,111.25 AT NOON AUCTION SALE.

May 1913

The Thomas Luce House at Southeast Corner of County and North Streets.



Frederick B. Macy. Apr 1913

PERSONAL.

April 28, 1

Congressman William S.

Congressman William S. of veteran political office Bristol county, is 72 years He was born in Tremont, 28, 1841, though he did n there long, coming to Fall 1844. He has served Fall R common council, as mayo postmaster. His most service has been as a memb gress, resigning his place as ter in Fall River in 1898 t a candidate. He has serve gress ever since that time a safe guess that Bristol co no citizen more generally than he is.

Mr. and Mrs. Philip H. S

New Head of Bristol So. Distri Medical Soc

May 1

Dr. A. B. Cushman.

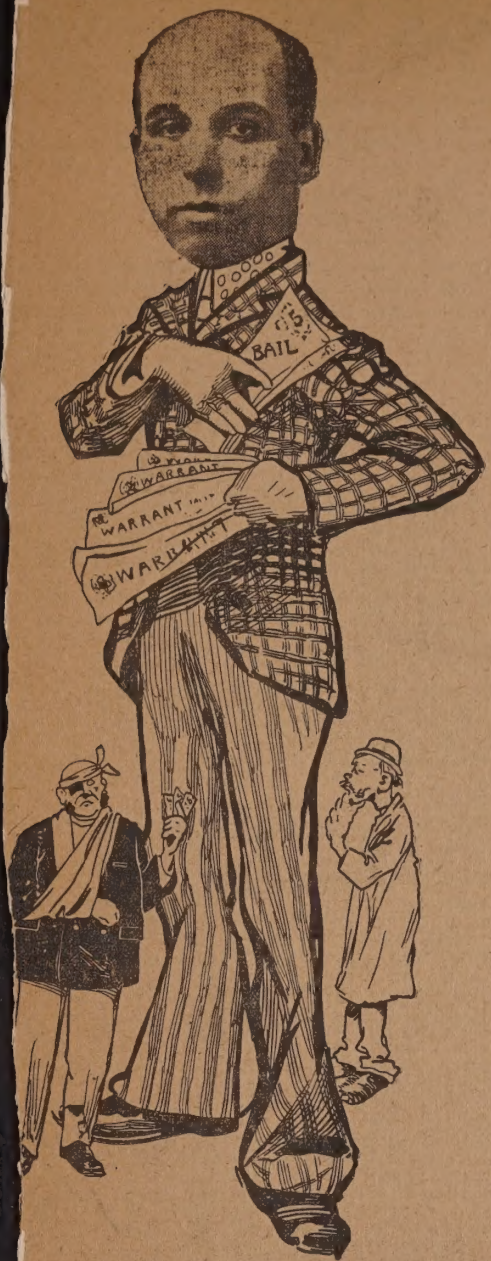
DOCTORS MEE

DR. A. B. CUSHMAN OF ARAM ELECTED PRES

Bristol South District Medica Discusses Diseases of the —Annual Meeting Today Public Library Building.

Feb. 26, 1913

NO LONGER A STORM CENTRE.



FRANK VERA, JR.
Who Has Sent in His Resignation to the Governor.

Feb. 17, 1913

K VERA, JR.

John Hobin.

Feb. 26, 1913

NAMED AS VERA'S SUCCESSOR.

WALTER R. MITCHELL.

SERIOUS CRITICISM OF CONDUCT OF CITY MISSION RESCUE HOME.

Feb. 20, 1913

RESCUE HOME ON NORTH SECOND STREET.

"JOE" LINCOLN COMING.

Popular Author Will Read in New Bedford in Fall.

Joseph C. Lincoln, creator of "Cap'n Eri," and many another delightful Cape Cod character, and one of the most popular living American

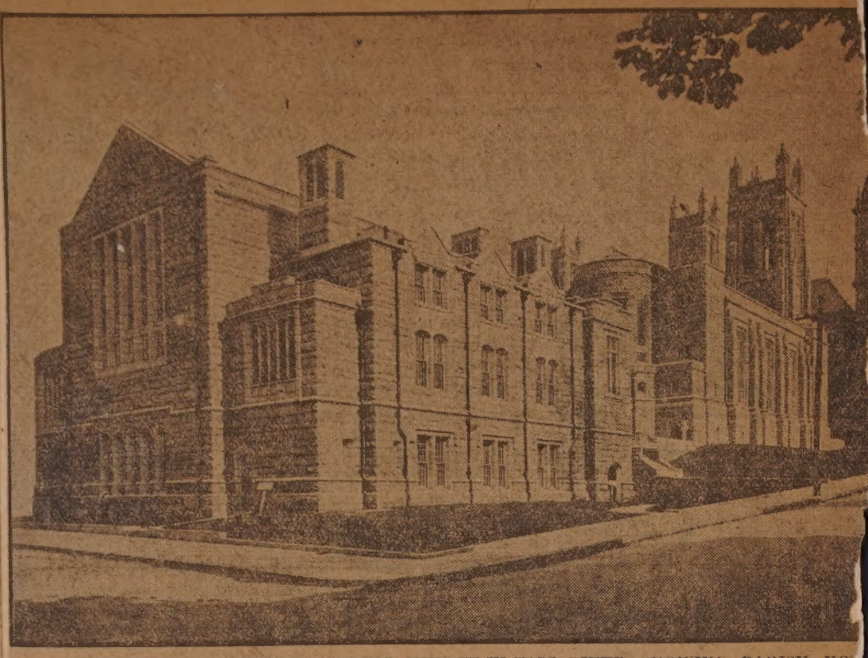
June 24, 1913

Joseph C. Lincoln.

writers of novels, will give readings from his own works in the County Street Methodist Episcopal church, on the evening of October 21. Mr. Lincoln is secured through the request of many of his admirers in this city, when it became known that the church would have a speaker in the fall. It will be Mr. Lincoln's first visit to this city as a speaker.

CONGREGATIONAL CHURCH TO BE DEDICATED THURS

Jan 5, 1913



THE NEW FIRST CONGREGATIONAL CHURCH IN FALL RIVER, SHOWING PARISH HO

(Special to The Standard.)

Fall River, Jan. 4.—The new First Congregational church on Rock street, one of the most handsome church edifices in the city, which has been in process of construction for the past year or more, will be dedicated on next Thursday. Rev. W. L. Sperry, the new pastor of the church, has not completed the official program as yet, but it is announced that there will be two services, one at 2 o'clock and the second at 4 o'clock. At t vice the sermon will be the Rev. Nehemiah Boyn of Brooklyn, one of the nent clergymen of that de The preacher at the 4 o'c will be the pastor, Rev.

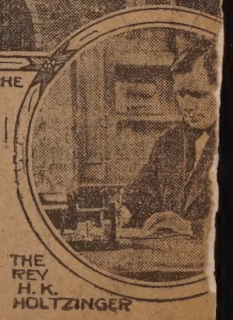
Mch 20, 1913

COUNTY STREET M. E. CHURCH.

Philadelphia Pastor Installs Wireless to Call His Congregation to

Jan 1

WIRELESS ON THE ROOF OF THE FIFTH STREET M. E. CHURCH, PHILADELPHIA



THE REV H. K. HOLTZINGER

A complete wireless equipment has been installed in the Fifth street Methodist Episcopal church of Philadelphia by the pastor, the Rev. Horace E. Holtzinger. The Rev. Mr. Holtzinger was formerly in charge of the telegraph department of a daily newspaper, and the possibilities of a wireless equipment in connection with his church came to him naturally. He has had aerials erected on the roof of the church.

The Rev. Mr. Holtzinger will begin wireless classes for boys in connection with his church work, and as there are now innumerable ama- teur stations in the city to throw out invitations the boys and young men the new method of hold tions to come to church come and view the wire

BRIG DAISY ON HER WAY HOME FROM DESOLATE SOUTHERN SEA.

May 9, 1913

BRIG DAISY.

DAISY AT BARBADOES.

CAPTAIN CLEVELAND GETS 1,800 BARRELS SEA ELEPHANT OIL.

Scientific Expedition to South Georgia for American Museum of Natural History Successful—Icebergs Drove Brig from Antarctic Waters.

From one of the coldest and most inaccessible islands, the brig Daisy, the only sailing vessel in the world engaged in sea elephant hunting, has reached Barbadoes, according to a cablegram received by her agents here. Her master, Captain Benjamin D. Cleveland, in a letter written to Mrs. Clevtland, of 39 Fifth street, just before he sailed northward, reported that the presence of an increasing number if icebergs was making him uneasy and would force him to abandon further hunting. Mr. Murphy of Brooklyn, N. Y., representing the American Museum of Natural History on the Antarctic voyage, will land at Barbadoes and return to New York with a rich collection illustrating the fauna and flora of the uttermost southern world.

Captain Cleveland reports in his cablegram that he has 1,200 barrels of sea elephant oil and 800 of sperm, 400 of the latter having been stowed away on the voyage southward. When Captain Cleveland wrote from South Georgia on March 15, all on board were well. The season did not open until Jan. 1, which left little time for hunting. The presence, too, of 21 steam vessels, elephant hunting also, in the waters near South Georgia, also embarrassed Captain Cleveland, and put his slower sailing craft to a disadvantage. The expedition, so far as sea elephant oil is concerned, is therefore disappointing. The ice came early also, mammoth icebergs drifting by. Mr. Murphy, however, was permitted to hunt for specimens notwithstanding the closed season, and is reported to be well satisfied with the results of the expedition.

The Daisy sailed from the West Indies in June, 1912. It reached the hunting grounds in November, but was unable to hunt until the season opened Jan. 1. Captain Cleveland was surprised to find on South Georgias, one of the bleakest and most desolate islands in the world, a whaling station, and 21 steamers in neighboring waters. These steamers, when the season opened, went after sea-elephants also, an unusual thing. —Captain Cleveland having for years been the only professional hunter of sea elephants in the world.

Captain Cleveland is an experienced navigator of the southern Indian and Antarctic waters. He knows probably as much as any man living of the conditions under which Amundsen and Scott labored in their race for the southern pole. He has visited that terrible, storm-swept and barren island, Kerguelens land, five times —the island that, because of its bleak and stormy horror has become known to sailors as "Desolation Island," and which has been made the scene of Antarctic stories by Edgar Allen Poe and Jules Verne. Poe wrote that wild tale of impossible adventures, "A Gordon Pym," and Verne wrote its sequel, "An Antarctic Mystery," both of which speak of the island where Captain Cleveland and the Daisy have had so many adventures together. Captain Cleveland in 1901 brought back thence $30,000 worth of oil. Thither, he conducted the R. S. Graham. In 1909, commissioned by the American Museum, he returned from the volcanic island with the nucleus of one of the largest and most valuable collections of animals, vegetables, and minerals of the south sea islands ever made. To this collection Mr. Murphy will bring a splendid increase, which will be shipped to New York shortly from Barbadoes.

The brig Daisy anchored by windy Georgias, within hearing of braying penguins and the waves rushing upon the twisted volcanic rocks of the shore, last November. Here, she put out extra anchors, lowered away her topmasts and yards, and made snug for the furious gales. Mr. Murphy was premitted to hunt, though it was a closed season on sea elephants, for scientific purposes. Those hunting and collecting expeditions,—exciting events,—were almost the only events to break the monotony of life in the far south. The sea elephant is a savage animal, and such hunting perilous. He sometimes attains a length of 20 feet, and 15 to 18 in circumference. A single specimen will often yield as many as 15 gallons of oil, clear and without odor. The expedition used Winchester rifles and very heavy bullets. The only vulnerable spot in the huge bull is on the head, near the eye,—a place about as large as a walnut. The hunter must hit this spot first shot, or the animal will give chase. The bull is a most dangerous antagonist when wounded; his strength of jaws being prodigious. The female is harpooned with a lance similar to that used in whaling, but smaller, and a long pole is used. She is lanced in the breast.

Captain Cleveland plans to go whaling till the season is over, and will probably return the last of July or the first of August. He has decided that, to compete with the steamers, he should also have a steamer,—for the days of the wind-propelled sea elephant hunter are numbered, as are the days of the sailing whaleship. Yet fortunately for him Captain Cleveland has probably not yet heard of the change of sea terms, still speaking of starboard, as the English have for some 15 centuries or more, and of port as modern and true sailors still do, when the Daisy again thrusts her sharp nose into the Acushnet river.

Standard Carrier Has Long and Hard Route.

Apr 10 1913

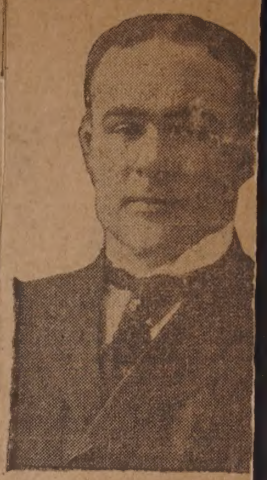
Harold Potter.

Harold Potter, a 12-year-old boy o Little Compton, every Sunday receive a bunch of 40 papers from The Stand ard automobile at the corner of th Adamsville and Little Compton road 19 miles from New Bedford, and trav els over 12 miles delivering them Harold has been delivering Sunda Standards for but three months, an during the winter did not miss a sing subscriber, no matter in what cond tion the roads were. At the best, th roads over which he is forced t travel in delivering his papers ar none too good, and in winter they ar sometimes almost impassable.

In last week's issue of The Sunds Standard reference was made to Ernest Clough. The correct name of the boy is Everett Clough.

Lawyers Have Same Natal

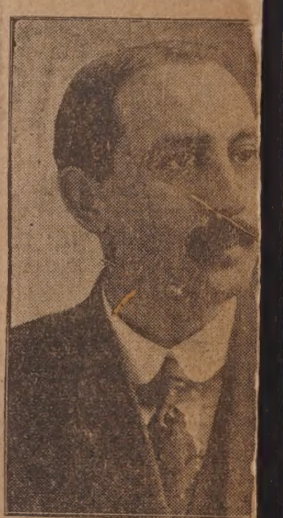
May



Joseph T. Kenney.

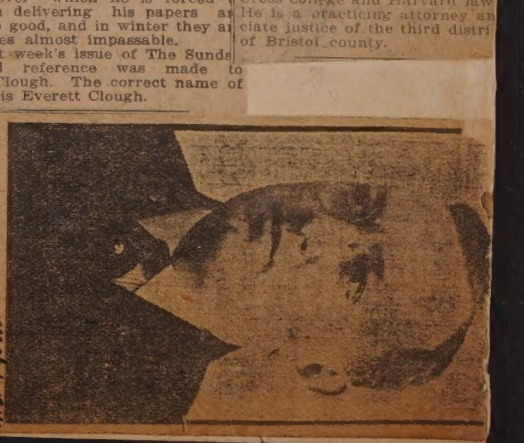
Joseph T. Kenney was bo Abington, Mass., and is 36 y age today. He received his ear cation in Abington and attende ton university law school. Af ing admitted to the Massac bar he practiced law for a shor in the office of Charles F. Jen Boston, and in the fall of 1899 an office in this city. He is no trict attorney. He is a member Plymouth club, the Elks, th Men and McMahon council, K of Columbus.

James P. Doran is 38 years ol He was born in Cambridge



James P. Doran.

1875. Mr. Doran was educ the parochial schools of this ci Cross college and Harvard law He is a practicing attorney an ciate justice of the third distri of Bristol county.



Clifford E. Hunt, Elected Exalted Ruler of Elks.

May 4 1914

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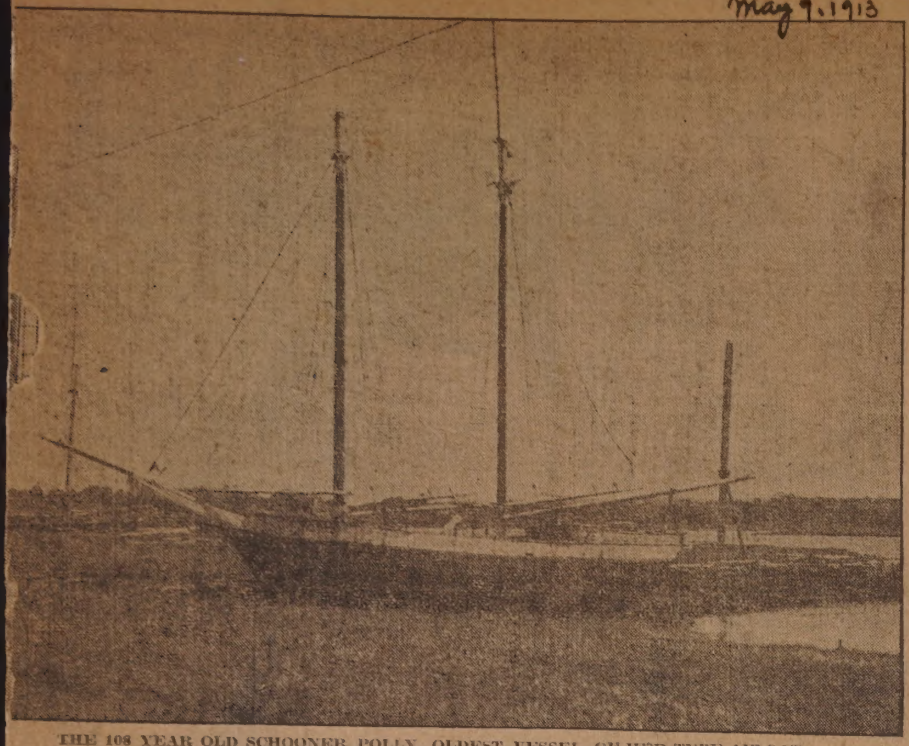
OLD PRIVATEER NOW LYING AT DIGHTON
SOLD TO BOSTON MAN WHO LIKES RELICS.

May 9. 1913



THE 108 YEAR OLD SCHOONER POLLY, OLDEST VESSEL OF HER TYPE AFLOAT.

ton, May 9.—The 108-year-old ger schooner Polly, with her his- record familiar to the whole England coast, has become, by of her recent purchase by Al- ohnson of 14 Arlington street, a typically Bostonian. Mr. John- as acquired the stout little ves- cause of a mixture of reverence for antiquities, fondness for boats and civic pride.

"The Polly is now at Dighton, on the Taunton River," said he. "I have not gone far enough yet to have any crystalized, concrete plans in regard to her future.

"It may be that I shall live in her a little myself, as I would in a house-boat, inasmuch as I have recently sold my yacht to the Bermuda pilots. I cannot be sure. I have always had a fondness for long trips in fairly small boats.

"The Polly is well built—speedy too. Her lasting as long as she has I consider simply a case of the survival of the fittest. Fine workmanship must have been devoted to her original construction. I have pretty well verified her record because of my fondness of history."

friends and relatives on board. Carrying abundant material for the repair of the vessels of the Atlantic fleet soon to begin practice in West Indian waters, equipped with a wireless outfit sufficient, it was believed, to enable her to keep in communication with vessels in the traffic to the West Indies.

JOSEPH G. MERRICK NAMED.

Former New Bedford Man Member of Springfield Police Commission.

Joseph G. Merrick, who has been named as one of the police commissioners of the city of Springfield, is a native of New Bedford and is a cousin of Miss J. A. Merrick of the public library here. Mr. Merrick was born in this city in 1851 and went to

Joseph G. Merrick. May 1913

Springfield when he was 18 years of age. He entered the wholesale grocery business in 1894 and is now a member of the firm of the Sturtevant Merrick, wholesale grocers, of Springfield. He was elected as a member of the Springfield common council in 1909, retiring from office at the end of his term. He is prominently connected with the Calhoun club, De Soto lodge of Odd Fellows and the United Commercial Travellers' club. He was president of the latter organization when the international convention of commercial travellers was held in Springfield several years ago.

. Bates at Head of City Evangelization.

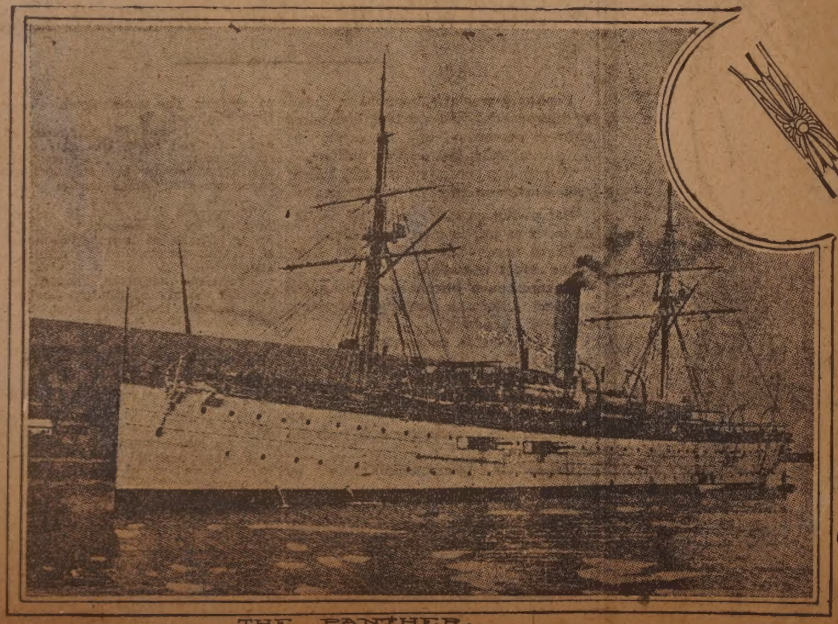
May 8 1913

Lot B. Bates.

S. Bates was elected president City Evangelization union of thodist Episcopal churches of y, at the annual meeting held rth Street M. E. church at 8 Friday evening. Mr. Bates ed W. S. Davenport.

UNITED STATES NAVAL SHIP WITH 120 MEN BELIEVED LOST

Jan 7. 1918



THE PANTHER.

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RECORD RUN FROM NANTUCKET TO NEW BEDFORD.

Jan 26

THE STEAMER SANKATY.

SANKATY BEATS RECOR

RUNS FROM NANTUCKET IN HOURS 11 MINUTES.

Fastest Run Before This Made B Marthas Vineyard 15 Years Ago— Steamer Brings Furniture of Danie Y. Potter to New Bedford.

All records of the N. B., M. V. & N. S. S. line were broken by the steamer Sankaty yesterday, when she came from Nantucket to New Bedford in the remarkably fast time of three hours and 11 minutes "from jingle to jingle," that is, from the time full speed was signaled until the engines slowed for the dock.

The record heretofore has been held by the steamer Marthas Vineyard, which 15 years ago made the voyage in three hours and 34 minutes.

The Sankaty left her dock at Nantucket at 1.45 yesterday afternoon and the run was made without a stop. She carried on board C. G. Whiton, agent of the line, and was commanded by Captain John W. Merriman. His engineer was Zadoc A. Cottle.

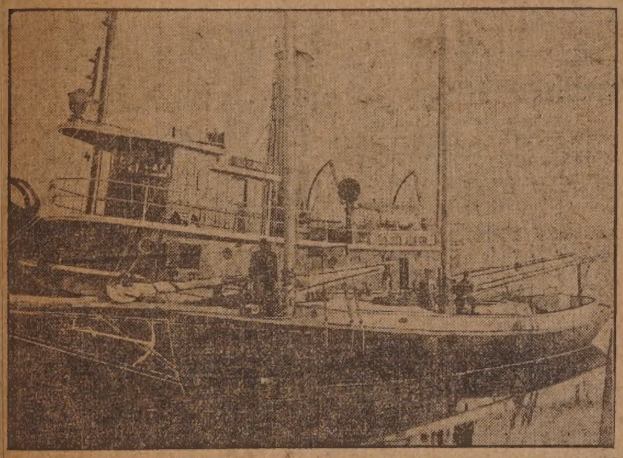
When the start was made there was no intention of trying for a record, but as the weather was favorable and the engines running smoothly it was decided to send the boat through and time the trip. At her best speed the engines made from 142 to 148 revolutions a minute. The time from dock to dock was three hours and 19 minutes, even this being better than the Marthas Vineyard record from jingle to jingle.

The purpose of the special trip was to bring here the furniture of Daniel Y. Potter, manager of the Southern Massachusetts Telephone exchange on the island, who has been promoted to a position in this city. When the captain saw how smoothly the engines were going, however, he had her speeded up, and the new record was the result.

The Sankaty will leave for the island at 10 a. m. today, and will carry back the furniture of Albert R. Clark, who is to succeed Mr. Potter as manager of the exchange on the island, and of Edward Bentley, the new manager of the Adams Express office on Nantucket.

THE ALICE L. STETSON IN PORT.

Jan 10, 1913

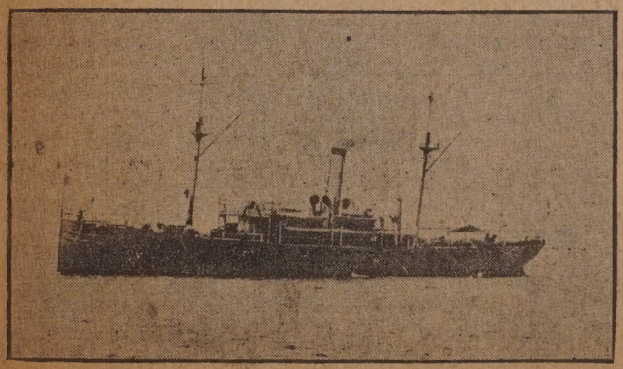


NEW BOAT OWNED BY GEORGE H. STETSON AND R. W. ROTCH.

The latest addition to the fleet of fishing vessels in this vicinity is the Alice L. Stetson, owned by George H. Stetson and Russell W. Rotch, and which has been lying in this port for several days. The vessel is 51 feet over all, has a 16 foot beam, was built by Wilbur Morse of Friedship, Maine, and will be used in the swordfishing and mackerel dragging business, with Edgartown as its home port. The craft is installed with a 37½ H. P. automatic engine, and is fitted with a spacious cabin in the forecastle. It will be one of the largest in the business in its home waters.

PANTHER SAFE AT GUANTANAMO.

Jan 9, 1913



—Photo by Ernest H. Athearn.

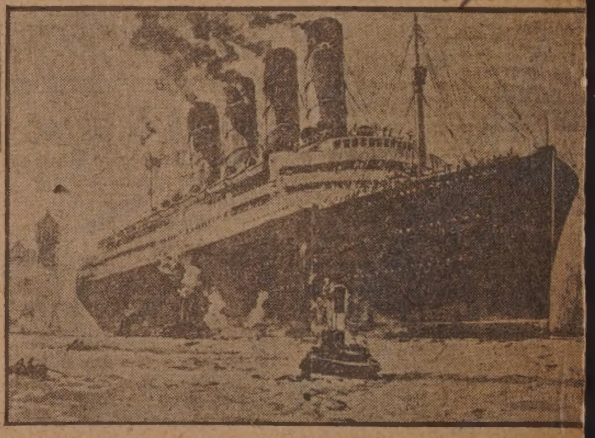
Washington, Jan. 10.—The naval repair ship Panther, for whose safety fears were felt, reported her arrival at Guantanamo late Thursday.

The Panther proceeded to Cape ..iz, on the southern coast of Cuba ..ill be on duty for torpedo practice to be held in the Gulf of Guacanabo, as a part of the winter manoeuvres of the Atlantic fleet.

Unfounded reports to the effect that the Panther was lost, had caused scores of inquiries to be made at the navy department by relatives of the officers and the 174 men aboard her.

AQUITANIA READY TO LAUNCH.

Apr 18, 1913



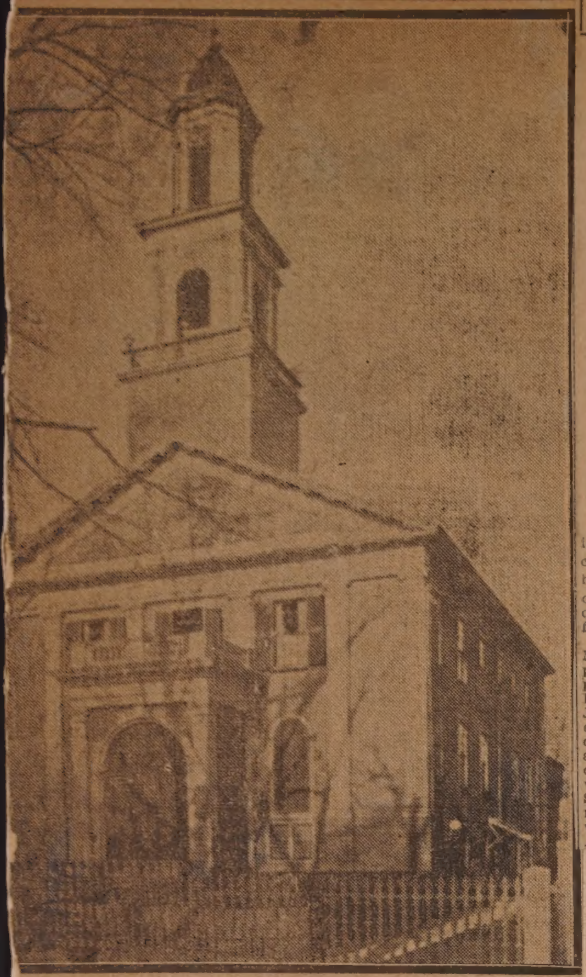
THE AQUITANIA WHEN COMPLETED.

The Aquitania, the Cunard line's new ship, will be launched Monday from the yard of the builders at Clydebank. The Aquitania is of similar design to that of the Lusitania and Mauretania.

It is 901 feet long and 97 feet wide, and its depth from keel to boat deck is 92½ feet. It has a gross tonnage of 47,000 tons and its speed will be 23 knots an hour. It has accommodations for 3250 passengers and a crew of nearly 1,000.

It is built with air-tight bulkheads, calculated to save the vessel sinking in case of a collision. T vision of the ship into wate compartments is much more ex than is required by any regul and exceptional conditions therefore have been obtainaal connection with the lifeboats, l Cunard company, 15 months ag mitted their plans to the board of trade for an instalalt lifeboats to accommodate ever senger on board. Two moto boats will also be provided.

ARING FOR 100TH ANNIVERSARY OF THE FIRST BAPTIST CHURCH.



WILLIAM STREET BABTIST CHURCH. April 7 1913

LIBRARY NEARLY COMPLETED.

New Building at North Dartmouth to House 1500 Books.

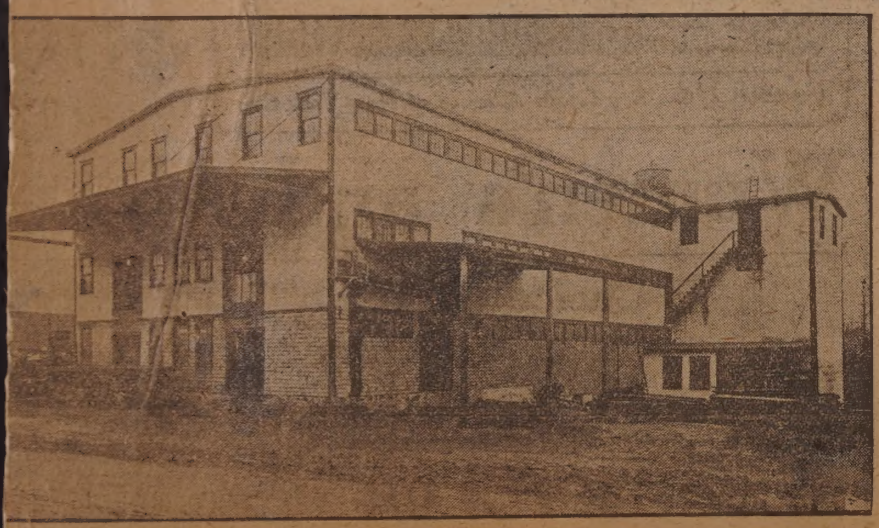
The new Free Public library building for North Dartmouth is nearing completion. It is an attractive little building, situated on the main street of Smith Mills village. The present quarters are inadequate to hold comfortably the library of 1500 books.

At the annual town meeting held in March 1912, it was voted to appropriate the sum of $1,500 for the purpose of building a library at North Dartmouth. The library trustees, James H. Tucker, William W. Thacher and Edward B. Sturtevant were chosen a building committee to locate and build the new library. On account of the illness of Mr. Sturtevant, work was deferred until the first of September, when the committee had a meeting and voted to accept plans, which had been prepared by Mr. Sturtevant, and go ahead with the work.

The building is 20 feet wide and 25 feet long, and has a front porch, 6x8 feet. There is also a commodious basement. The foundation walls are of solid concrete, 10 inches in thickness. The frame work is of wood; the walls of which are covered with wire lathing, and upon this is placed three coats of cement plaster.

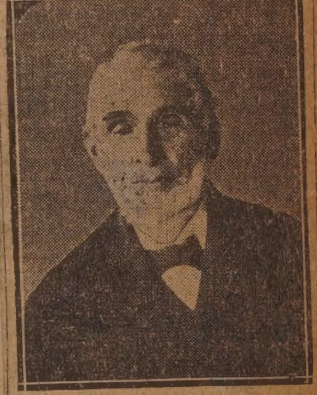
The roof, which is covered with slate, having a projection of about three feet, leaving the rafters exposed, with large brackets at either corner, gives it rather a pleasing appearance, while the inside, with its wainscoting and trimmings in their natural color, the windows, which are large and numerous, and the fire-place at one side, presents to the visitors a most hearty and cordial welcome.

MILL WOULD STRADDLE NEW BOUNDARY LINE.



Lawes Saw Mill Which, if Annexation Bill Goes Through, Will Be Half in Acushnet and Half in New Bedford.

Anthony Baker, 93 Jan 24 Struck by Auto, Taken to Hospital.



Anthony Baker.

Anthony Baker of 150 Fourth street received a number of minor injuries when he was struck by an automobile owned and operated by Leonard Johnson, superintendent of the Page mill, at Wing and South Sixth streets, late Thursday afternoon. Mr. Baker, who will be 94 years of age in April, is at St. Luke's hospital, where it was stated today that his injuries which consisted of a cut on his face and on one of his hands and a bruised leg would not prove serious.

Mr. Baker was crossing the street at the time of the accident and according to eye witnesses the machine was going very slowly when it struck Mr. Baker. Mr. Johnson took Mr. Baker to Dr. M. V. Sylvia's office on Wing street, but not finding the physician in, drove Mr. Baker to the hospital in his machine.

STEAMSHIP AMERIKA, WHICH RAN AGROUND WITH 1000 PASSENGERS ABOARD

Jan 6

THE AMERIKA

AMERIKA PULLED INTO DEEP WATER

Jan. 5.—The Hamburg-
er Amerika was drawn
ter early today from the
off Tomkinsville, Staten
re she went aground Sat-
ing. Three barge loads of
ka's heaviest freight was
fore several powerful tugs
in dragging her free. After
had been returned to the
big steamship, at 11 45
s moraing, resumed her in-
voyage to Hamburg.
housand passengers bound
w York to German ports,
d temporary prisoners on
e Amerika when the great
ram her bow on a low mud
ll within the main harbor
off Stapleton, Staten Island,
to a sudden stop.

The veering gale had driven the water from the harbor until it reached an unusually low level in the channel, and the result was that the Amerika ran aground at a point where there would ordinarily have been several feet of water under her keel.

Captain Knuth of the Amerika, promptly sent wireless messages to the offices of the company, informing the officers of the line of the mishap.

In no wise alarmed by the accident, her 1000 passengers patiently waited for the tide to rise and float the Amerika. There were 400 of them in the cabins and 600 in the steerage. Among the first cabin were Count and Countess Candido Mendez de Almeida and their sons and daughters.

THE GAY HEAD ON HU
FOR HIDDEN TREASURE

Whaler Slips Out of 'Frisco with Picked Crew of Dare-devils—Capt. Porter in Charge— Clash Expected with British Expedition.

Word was received in this city the latter part of last week that the whaling bark Gay Head had left San Francisco on a fortune hunting voyage, but not after whales.

Leander Brightman had been informed of the Gay Head's fitting, and following the first information his informant in San Francisco sent him the following taken from the San Francisco Examiner of December 29th:

"Another chapter in the mad scramble to locate the legendary wealth buried on Cocos Island, off the coast of Central America, was begun yesterday when the whaling bark Gay Head sailed from San Francisco with an adventurous band of 25 treasure seekers on board.

"Numerous other chapters have already been written about the efforts to find the $10,000,000 worth of treasure hidden somewhere on the mysterious island by the Spaniards and the unknown wealth left there by the ancient buccaneers. Two rival expeditions are seeking the hidden loot simultaneously.

"One week before Captain George W. Porter and his band were prepared to embark on the Gay Head, another band of fortune seekers from England took passage on a small steamer at the port of Panama and are already supposed to have landed on the island.

"The expedition of the Britishers, unlike that of so many others, is commanded by two women, who are making the second effort to attain success within a year. The first attempt failed, it is said, not because the treasure could not be located, but because it had been so deeply buried through an avalanche brought on during an earthquake that nothing could be done without machinery.

"Although it is claimed that the Gay Head expedition is supplied with charts showing the exact location of the Cocos Island treasures, it was rumored yesterday that the rival treasure party may have located the hidden wealth before the San Francisco party arrives on the scene.

"When the crew were signed on it was understood that Porter is simply planning to embark on a little whaling cruise to the South Seas. It is said, however, that in one detail the shipping of this crew was conducted in a manner different from the method usually followed.

"Green hands and land lubbers were not considered. Only the pick of flotsam drifting along the citys w front was signed on. The result, said, is that Captain Porter is vided with as efficient a band of devils as ever enlisted under the ner of either Captain Kidd or gan.

"In addition to this it is said each of the crew of the Gay He a good marksman. From these p rations it is hinted that the expe is prepared not only to dig for ure, but, if needs be, take poss of anything they may desire any contingency.

"It is believed that when th Head arrives at the little tr island there may be a recurren the incident which startled the in 1906, when two expeditions England came into armed con Cocos and considerable bloodshe lowed.

"So secret were the preparatio the Porter expedition that the ing version was accepted in s faith until the vessel had put to It was only two hours later that facts regarding the hunt for treas leaked out through Samuel Fergus an old friend of Porter's who ha heard the story from the skipper be fore the friends parted."

What would make the above sto seem more authentic is the fact th some time since, William E. Coo shipping commissioner of this po received a letter from one Jam Brown of chartering the whaling bar Gay Head which the writer said he understood was at San Francisco and coming around to this port.

The writer very candidly told Mr. Cooper that he wanted to get the bark to go to Cocos island to look for the buried treasure, and that he, Brown, was the only person in the world that knew about the treasure's exact location on the island, although it had been hunted for hundreds of times and never found.

Whether the possessor of the big secret left Pine Hollow or not Mr. Cooper does not know, but the probabilities are that he went to San Francisco and got a bold spirit like Captain Porter to take hold of the enterprise. It is known that the Gay Head and six months' provision aboard, and that her owners would not send he north to look for whales after the last disastrous season in that part of the world.

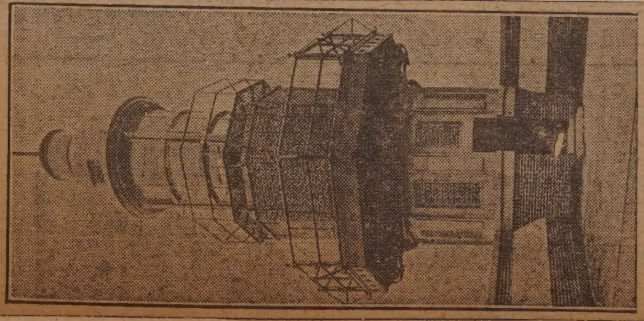
Captain Porter was shipped on his first voyage whaling by Leander Brightman of this port, who remembers the incident well. Young Porter was 18 years of age, and he came from Moose Meadow, he told Mr. Brightman. Mr. Brightman did not ask where Moose Meadow was located but the whaling schooner Abbie Bradford was fitting out to go to Hudson Bay and he took the boy of 18 before Jonathan Bourne and asked him if he would ship him on the Bradford. This was in 1870, 43 years ago. Mr. Bourne looked the youth over, and told Mr. Brightman that he guessed the boy was too young to go to the far north, and young Porter seemed quite disappointed.

But he remained in town looking for a chance to ship on some whaling vessel. The time drew near for the Bradford to sail, and there was a shortage of men to make up her crew. One day Mr. Bourne asked Mr. Brightman where that boy was, meaning young Porter. He was produced forthwith, and after looking him over again, Mr. Bourne said: "Give that boy a bag and put him on board."

That was the beginning of Captain Porter's sea life. He went out after he came home from Hudson Bay in the schooner Admiral Blake of Marion. He then went out in bark Swallow with Captain J. T. Sherman and later went in one of Swift's ships around to the Pacific and has been going into the Arctic ocean ever since then, and has not been in New Bedford for years.

Titanic Lighthouse Memorial Now in Use.

Jan 20, 1913



The Titanic lighthouse memorial is now in operation on top of the new Seamen's Institute in South street, New York city. The light can be seen for miles.

NEW CONCEPTION OF DECORATION SHOWN BY MISS DAVIS.

Nov 22, 1912

Miss Mabel E Davis, instructor in China painting at the Swain Free School of Design, is holding an interesting exhibition of her work in the Swain Art club room. All designs are original. The firing was done by Miss Davis in her own kiln.

The effect given by the exhibition is essentially that of decoration, and not mere pictorial ornamentation upon china. The object of any decoration is, of course, to make the article upon which it is placed more beautiful. Miss Davis's china admirably fulfills this law. When you look at a bowl in her collection, you are conscious that it is a bowl, and not a beautiful picture pasted upon it, as you feel in so many cases. To dump a lobster salad upon a plate painted with lovely roses; or to place a greasy roast upon a platter that bears upon it a landscape or handsome bunch of grapes, is manifestly absurd. This was, however, formerly the fashion of the china decorator. Miss Davis's work is essentially modern in that her decorations upon cup, bowl and plate are purely decorative. If she produces a landscape effect, it is a conventionalized landscape; if she pictures fruits, they are purely decorative fruits. If a plate is designed to show off a picture, it manifestly should be used rather as an adornment of a wall than a tray for food. Yet the table and not the wall is properly the place for plates. With this in mind, the visitor to Miss Davis's exhibition will observe that she has remembered it throughout her work.

Most of her designs are well conceived and thoroughly thought out. They are delightfully varied, both in color and theme. There are pitchers, traced in various tones and tints of blues; plates, blue and white, and with other color combinations; sugar bowls, and bowls. The decorations are geometrical, and conventionalized scenery, fruits and flowers.

There is one very handsome plate, which is adorned with a geometrical pattern of light red toned down to almost half intensity, and a green of half intensity. There is also a handsome bowl with body of gray-brown olive green, and a border near the rim of conventionalized fruits. With in it is a monotone of cream.

Miss Davis has a class of about 18 members at the Swain Free School. Tuition in these classes is free.

Feb. 25, 1911

HAWTHORN STREET PROPERTY SOLD FOR $32,000.

One of the finest estates in New Bedford changed hands yesterday afternoon when Charles M. Carroll purchased from William C. Hawes, Mr. Hawes's home on Hawthorn street at a price of about $32,000. If Mr. Carroll carries through his present plans, the estate, which today consists of about 2½ acres, will be greatly reduced in size, inasmuch as the north half of it, which has a frontage of 325 feet on Maple street will be cut up into house lots, this section of the place being extensive enough to allow of eight lots. The estate at present extends through from Hawthorn street to Maple street, a rectangular plot, with a frontage the same on each street of 325 feet. In addition to Mr. Hawes's house, there is a large stable at the rear.

If Mr. Carroll carries through his present plans, the Hawthorn street front will not be changed. It has been suggested that Page street might be cut through, and this would run close to one side of the house, leaving ground enough on the other side for house lots facing on Hawthorn street. It is doubtful, however, if the estate is cut up so extensively as this.

Mr. Carroll, through his purchase, becomes the third owner of the property. The house was originally built by the late Charles W. Plummer, and after his death was sold to Mr. Hawes, who has since made it his home.

Nov 3. 1912

CASTS FIRST VOTE AT SIXTY.

David A. Rogers of Acushnet, Although Eligible to Vote for Nearly 40 Years, Will Go to Polls for the First Time Tuesday to Aid a Friend—Says He Has Never Been Interested in Politics.

DAVID A. ROGERS AND HIS HOME IN ACUSHNET.

David A. Rogers, of Acushnet, will cast his first vote on Tuesday, Nov. 5. He has not just reached 21. The fact is, he has been of age to vote for almost forty years. But throughout the polittical turmoil of four decades, he is one of a very few living Americans who has been able to dismiss parties and platforms, tariffs and tax-bills, with the calm declaration, "I have never been interested in politics. I am not now interested in these things. Therefore I have never voted."

Mr. Rogers casts his first vote at the age of almost 61, not because he has suddenly realized there is a duty in the ballot, but because a neighbor and friend, John M. Vincent, is Independent candidate for representative from the Sixth Bristol district. He will ride down to the polling place on Tuesday morning to vote for the first time in three-score years, that he may thereby prove his friendship for Mr. Vincent.

A reporter from The Standard found the man who has never voted choppin down young oak trees, beyond a clearfing, well into the heart of Acushnet. He had been cutting wood all day. He stood, leaning on his axe, long-bearded, sinewy, an interesting figure, who received his visitors cordially, and readily confessed that he has never voted, and that he will vote for the first time this week.

He explained that he spent his first youth on the sea, and was thus separated from all polling places by long reaches of windy seas and changing weather. And, returning home again, he found after living for so long apart from the world, his interest in many of the activities of the world was gone. He returned to live among politicians and the fever of politics to discover he had been innoculated against that fever by the rude elements themselves. Always a quiet, retiring man, he did not feel any desire to thrust himself forward, or to bind himself by the obligation of voting to the political fortunes of any band of office seekers.

He was born in Dartmouth, the son of Lemuel T. Rogers, and grandson of John Rogers, who is said to have been found murdered upon a beach near this city many years ago. His mother, too, met an abrupt end. She was drowned on the river 58 years ago. Of his six brothers and sisters, he alone survives. Having lost his mother in infancy, he was bound out, he says, to an unkind family, who neglected him, and turned him loose barefooted to wade through winter snows, and who ill-treated him in various ways the year round.

As a young man, he was therefore glad to escape from shore life and try his fortunes at sea. He rose to be boatsteerer, and held that honorable and daring position as long as he remained a whaleman. His skill and luck were great. On his last voyage he struck seven whales and lost none. "And I could go to sea today," he declared, "and do as well!"

He went sperm whaling on the bark Lucretia, and steam whaling on the Admiral Blake; he was on the William Wilson, and the bark Mermaid. He experienced all the usual vicissitudes of the sea, from a struggle at night in the forecastle with an angry Cape de Verder with a drawn knife, whom he floored with his fist and who thereupon became his staunch friend: to the time his boat was stove by a whale, and he paddled in a cold sea for hours, until his ship picked him up. He went on an unfortunate trip for Arctic whaling, and gave it up on the Australian coast, finding his way back on a merchantman to California, and thence home by way of Central America.

Then ended suddenly this life of adventure on the sea. After "roaming wide world over," he returned to New Bedford, and became a fisherman here, then "quahogged it," as slang has it, and finally, six years or more ago moved to his present farm in Acushnet, where he "jobs out" for farmers, cuts wood, and earns his living literally, according to the Biblical mandate, by the sweat of his braw.

He is nearly 61 years of age, and yet chops his cord and a half a day with all the power of youth. In his time, he tells of lifting great weights with ease—unloading seven bushels of corn and carrying it into a barn, and other such Herculean labors.

He is looking forward to the novel experience with something of the excitement a child feels in a trip to a new country. He will ride down to the polling place, some two miles or more away from his home, in a carriage with other supporters of "Long John" Vincent,—and if his support will do it, "Long John" is already to be congratulated—for if there are a few more like Mr. Rogers, ready to break the habits of a lifetime to support his friends, "Long John" will win "on the walk."

Mr. Rogers does not say whether he will vote hereafter on every election day or not. He is still not greatly interested in politics. After meeting him and hearing his views, the reporter departed homeward, wondering in his mind, as he though of Taft, of Roosevelt and of Wilson, and the battle for estate which they are having, whether, after all, politics is worth while.

Feb. 28, 1914

Is 82 Today, Mr. Kern Enjoys Best of Health.

William E. Kern.

William E. Kern of 312 Pleasant street is 82 years old today. Mr. Kern was born in Sandwich February 8, 1832, and when a young man entered the employ of the old Boston & Sandwich Glass company. Later he became superintendent of the Cape Cod Glass company at Sandwich. After leaving that concern he came to New Bedford to the Mt. Washington glass works, later merged with the Fairpoint corporation, and at the time of his retirement a few years ago was one of the oldest glass makers in the country. In 1896, when the National Association of Glass Manufacturers were planning the annual meeting at Atlantic City they invited Mr. Kern to address them on the history of the old Boston & Sandwich, the third oldest glass manufactory in the country, in recognition of his extensive knowledge of the glass industry in the United States. Mr. Kern enjoys the best of health.

All Photos Except That of the Church by Griff

A CLASS IN ENGLISH.

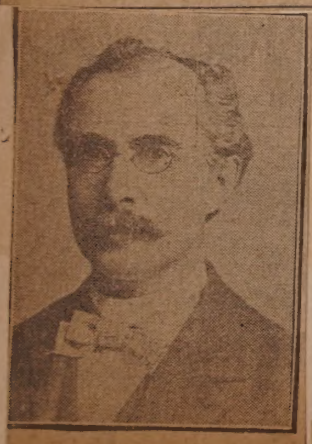
THE BONNEY STREET CHURCH.

Jan 19, 1913

CITY EMPLOYE'S UNION HEADQUARTERS

Jan 14, 1913

Former A. M. E. Zion Church on Elm street, west of Cottage, to be remodeled as headquarters of the union.



William G. Kirschbaum.

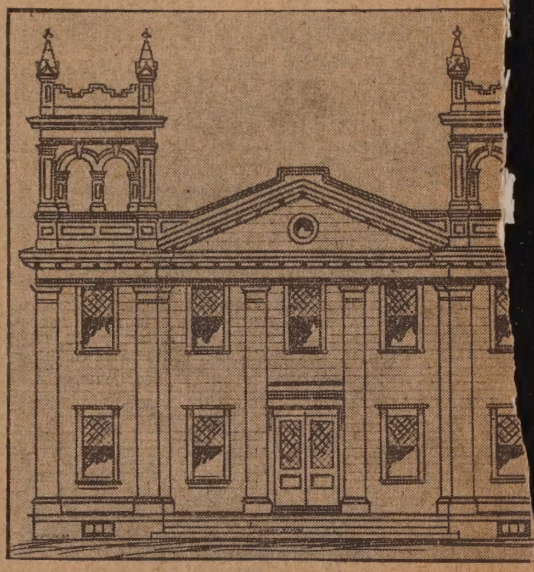
Housekeeper Patrick Cannavan. A Member of Department for 46 yea

June 1914

NEW PRESBYTERIAN CHURCH

Nov 27, 19

Bids to Be Opened Today for Structure on County St

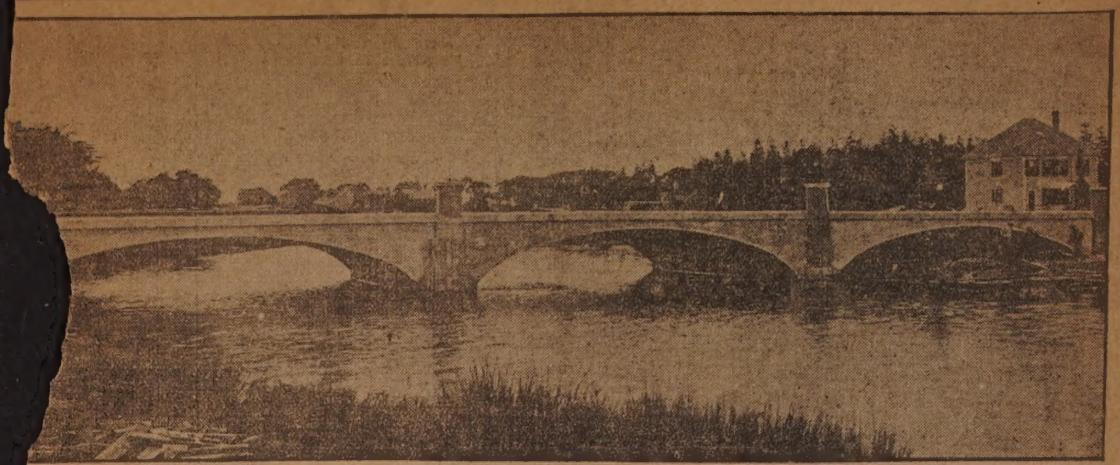


County Street Front of Proposed New Presbyterian Church.

The plans and specifications for the new church to be built by the First Presbyterian congregation on the property recently purchased by the church trustees at the corner of County and Kempton streets, have been completed by architect E. G. Bullard, and have been put out to bids. These were received up to 4 o'clock and will be observed at 8 o'clock tonight. They call for a building one and one half stories in height and 56½ feet by 75 feet over all. The old Mosher house which now stands on the property is to be us stands with slight alterations to be incorporated in the building. The same architectu which this house is built is to lowed out and elaborated church building. There are to towers, 50 feet high which ar built one on each of the fro ners of the house, while a larg tion is to be built at the rea interior of the Mosher house altered to provide for three large rooms on the first floor, as two tower rooms 10 by 10 fee

NORTH END BRIDGE NEARLY COMPLETED.

Sept 17, 1918

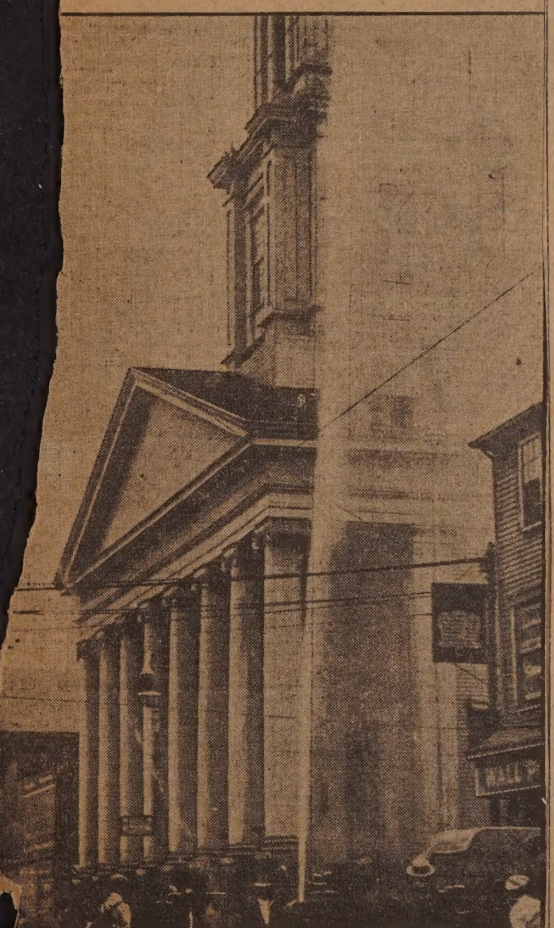


rks the passing of
n bridge between
Acushnet at the
It is being torn
ctor, W. H. Ellis,

who will float the material down the river on lighters to the Coggeshall street bridge, where it will be loaded on barges and taken to Point Independence, where he is constructing a bridge.

The new New Bedford-Acushnet bridge, which will replace the old one, is not as yet completed, but a boardwalk for the use of pedestrians will be erected Thursday, protected by a handrail. The bridge will not be open for team traffic for about three weeks, in the meantime teamsters desiring to make the trip to Acushnet will have to go around the head of the river by the wagon road.

THIS FOR HIGH?" ASKED CHIEF PEERING ALOFT.



Motor Engine Throwing Stream Over White Church Tower.

Ahrens-Fox auto fire engine, which arrived here recently, was t Friday to test its ability to throw a stream of water into the White church was picked out as a suitable place to make the ex- and with little difficulty the stream was sent 15 feet higher than st point on the church tower. The engine pumped so hard th that a shot of hose gave way, but on the next trial the pipe held, engine "lifted" water comparatively without difficulty.

MISS ELIZABETH CLAIRE FORBES TO PLAY AT SYMPHONY CONCERT HERE

Sept 16, 1913

Word has been received by the parents and friends of Miss Elizabeth Claire Forbes, the talented young New Bedford pianiste, that she has been engaged as soloist for the March concert of the Boston Symphony orchestra, to be held in this city.

It is not often that a young musician steps almost directly from the studio to the position of soloist with one of the greatest symphonic organizations of the world. Up to the present time Miss Forbes has played but three times in public, twice in Boston and once in this city.

Miss Forbes is the daughter of Mr and Mrs. A. W. Forbes, of 83 Summer street. She obtained her early musical training under local teachers. For several years she has been studying with Miss Mary Stowell of Boston, a teacher of reputation in the musical circles of Boston and New England. At her debut recital in this city, Miss Forbes played both the Chopin concerto in E minor, and the Tschaikowsky concerto in B flat minor, in a manner that displayed astonishing maturity and breadth of conception.

EW BEDFORD'S NEW ENGINE THROWS THOUSAND GALLONS A MINUTE.
POWER TEST OF MOTOR APPARATUS AT NEW POST OFFICE

Sept. 26, 1913

W GIDLEY'S NEW JEWELRY STORE WILL APPEAR WHEN COMPLETED.

Sept. 28, 1913

ATTRACTIVE NEW STORE.

. Gidley to Occupy Whole Ground Floor of Hutchinson Building.

pon the completion of the new chinson store building just west of old store on Union street, C. J. y is to enter one of the finest lry stores in southern Massa- etts. After some negotiations with Rochester Show Case people, Mr. ey has given them the contract to furnish the fixtures of the store, and their plans, when completed, call for a store which will look practically like the one in the accompanying cut, which the Rochester company put up. The cases are to be of mahogany and plate glass. The big store will occupy the whole ground floor of the new building and will have two little ante-rooms near the front at each side of the entrance. The ceiling lighting effects are particularly attractive and in every place where money and taste can make the store a place of beauty as well as a practical shop that money and taste have been put into use.

PROPERTY SOLD FOR $875

Sept

A three story, two family house at the northeast corner of Orchard and Clinton streets was sold at auction at 2 30 o'clock this afternoon to Dr. Stephen W. Hayes for $8750. The sale was conducted by Henry C. Hathaway for W. S. Bourne.

The property, in addition house, consists of 28 rods The assessed valuation of th is $9500, and of this amount the assessed valuation of the

The opening bid was $6000

FUNDS NEEDED FOR GREEK CHURCH.

An appeal for funds for the Hellenic Orthodox church has been issued and those interested are asked to help the members of the congregation. The appeal is as follows:

New Bedford, Mass.,
November 24, 1912.

Dear Sir:

The Hellenic (Greek) Orthodox church at 76-78 River Ave., Oxford, Fairhaven, Mass., is desirous of further continuing its good work among its people in this community and earnestly solicits your aid in their behalf.

The members have contributed liberally, so far as their circumstances would permit, but have been unable to raise sufficient funds to do all that is required.

The urgent need at this time is repairs and painting of the church and increased facilities for heating that its members, and the public who are cordially invited at all times, may have a suitable place in which to teach the great good of the Gospel and spread its work of charity.

Our people strive to become good citizens and a credit to the land in which they live and we ask your hearty co-operation in helping to make our work a success.

Contributions will be thankfully received and may be sent to Anthony E. Spanoodis, treasurer, 1136 Acushnet Ave., New Bedford, Mass., who will acknowledge their receipt.

Fraternally yours,
President, J. A. Dangelas.
Vice-President, J. C. Anthony.
Secretary, S. Poulos.
Treas., Anthony E. Spanoodis.
John Christapovloz.

"PRINCESS OF WHALES."

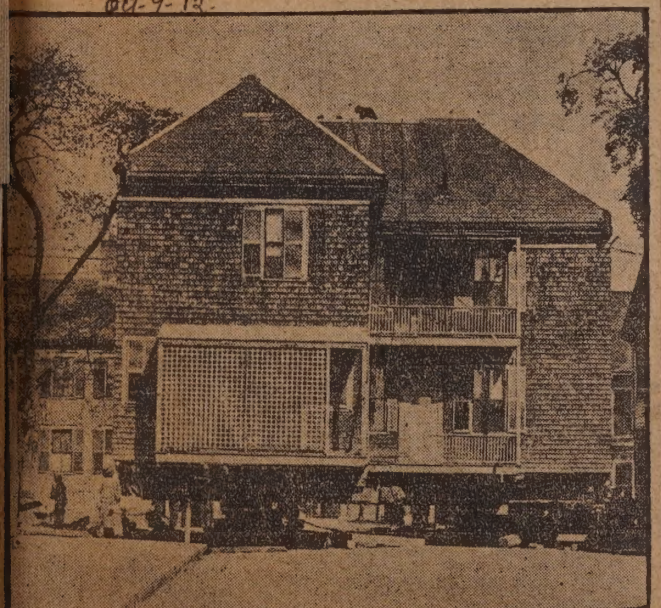
HETTY GREEN.

Hetty Green was born rich, as were her parents before her, the family having been for years identified with the large whaling trade which centered about New Bedford. As a young girl she was pertinently called the "Princess of Whales," and was even then regarded as one of the country's greatest heiresses. At Saratoga she was a belle, and was assiduously sought in marriage by men prominent in social life. Since, she has spent her years in increasing her fortune. Her husband died at the old Green homestead in Bellows Falls last spring. The richest woman in the world not long ago secured a permit to carry a revolver, and was quoted as saying that she wanted it handy to keep lawyers from bullying her.

PLEASANT STREET BLOCKED TO TRAVEL.

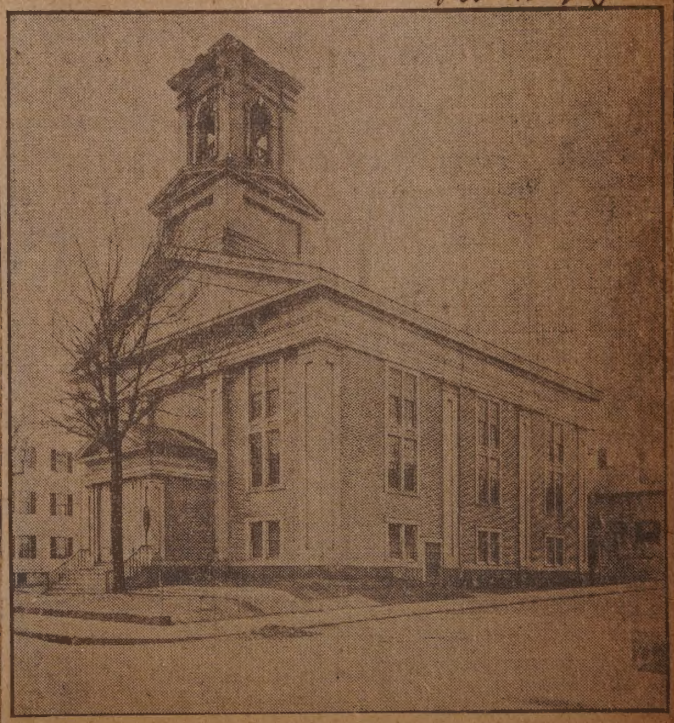
Moving of Dr. Nickerson's House Prevented Traffic Through Thoroughfare.

Oct 9-12.



The house of Dr. W. J. Nickerson, which has stood on the site of the new post office on Middle street, is being removed to its new site on the north side of Mill street, between Purchase and Pleasant streets. The work of moving the house is being done by a large force of men under F. B. Hathaway. Work was started on moving the house on Monday, and it will be in its new place by this evening. The house, which is a large one, blocked travel on Pleasant street, between Middle and Mill streets, during the greater part of the day.

Feb 21, 1913

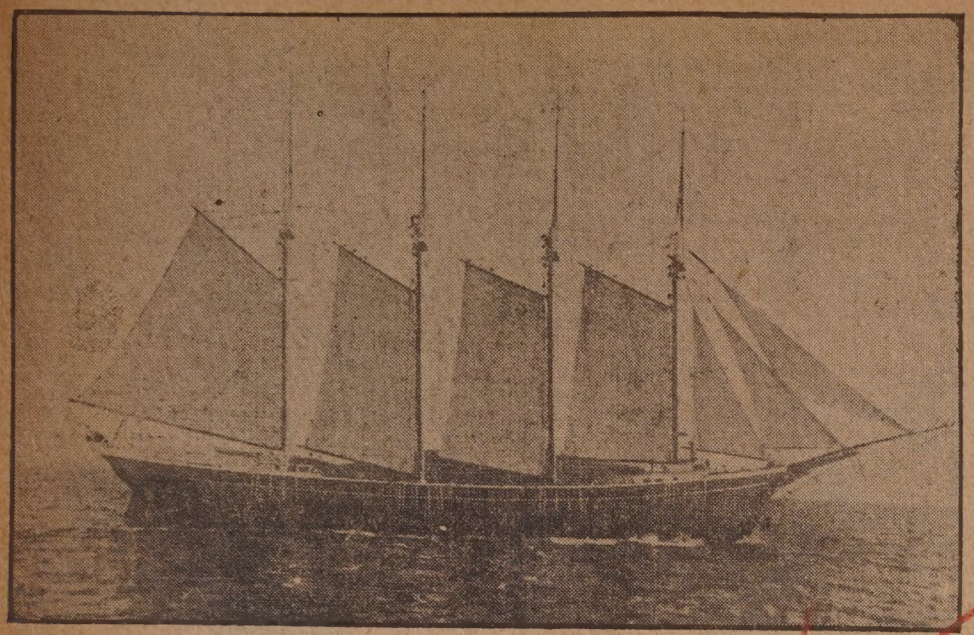


PLEASANT STREET M. E. CHURCH.

84

Feb. 3, 1913

FOUR MASTED CITY OF GEORGETOWN SUNK— CAPTAIN SLOCUM AND CREW SAVED.



THE CITY OF GEORGETOWN.

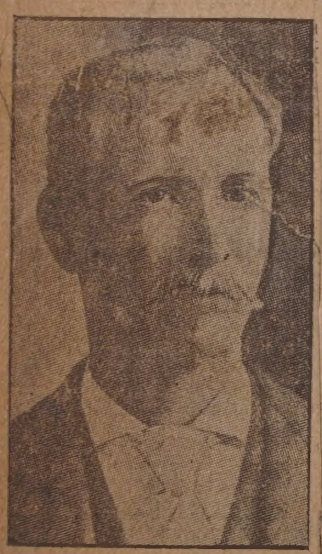
WAS OWNED HERE.

CITY OF GEORGETOWN WENT TO BOTTOM AFTER COLLISION.

Struck Steamer Prinz Oskar Early Sunday Morning—Captain Slocum and Crew Rescued--Commander Has Had Many Thrilling Experiences.

Philadelphia, Pa., Feb. 3.—With all sails set, the four-masted schooner City of Georgetown was in collision with the Prinz Oskar of the Hamburg-American line at one o'clock Sunday morning, just off the Delaware Breakwater, and within seven minutes went to the bottom.

Captain Abram J. Slocum of New Bedford and his crew of seven men



Captain Abram J. Slocum.

succeeded in launching a dory just before the City of Georgetown sank and were picked up by the Prinz Oskar. The latter, with two great holes in her port bow and a bad list to starboard, returned here this afternoon and anchored just above Gloucester.

The Prinz Oskar left her pier yesterday afternoon and passed out through the breakwater about midnight, encountering a brisk northwest wind. Due east lay the Five Fathom lightship, and hidden by it the City of Georgetown was steering southeast with all sails drawing. She was soon sighted from the Prinz Oskar, and the latter's engines were reversed, but too late to avoid the colision.

The bowsprit of the schooner punctured the side of the steamship and broke off, leaving great splinters in the hole.

The City of Georgetown crumpled under the collision and all four masts went by the board. There was perfect order on board the Prinz Oskar, although a number of the 34 passengers on board were thrown from their bunks.

The Prinz Oskar stood by for several hours, sending a wireless report to warn ships in the vicinity. The schooner sank in the centre of the path of navigation, one half mile due south of the Five Fathom shoal lightship.

The four cabin passengers on board the Prinz Oskar were Mr. and Mrs. A. L. Waldenburger, Herman Halzer and Henri Lamar.

When the Prince Oskar arrived here two anchors and much of the forward rigging of the schooner were wedged in the hole. The big light from Five Fathom bank lightship is said to have been responsible for the accident. The City of Georgetown was headed toward the Cape Hatteras lightship in the southwest while the steamer's course was towards the northeast in a great circle towards the trans-atlantic steamship route. The light shone between the two approaching vessels and when the lookouts perceived each other it was too late to avoid the collision.

Fortunately the wind was from the shore and the sea was unusually calm enabling the schooner's crew to launch their boat and escape in record breaking time.

The 75 passengers on the steamer were in their bunks when they were startled by the impact and many rushed to the decks clothed only in their sleeping garments. They were speedily assured, however by the officers and crew.

The City of Georgetown was built in Bath, Me., in 1902 and hailed from New Bedford. She was 170 feet long, 40 feet beam and had a capacity of 1900 tons.

The collision of last night in which Captain Slocum lost his vessel, adds another to the many thrilling experiences which he has had on the sea, although in all the previous ones the captain has never lost a dollar's worth of property and has saved a total of 24 human lives. Known up and down the Atlantic coast as a courageous and skilful seaman he has never hesitated to goto the aid of disabled vessels and in October, 1896, thrilled the people here at home, when he was in command of the Warren B. Potter, by taking off the crew of the waterlogged schooner P. J. Cottrell, which was drifting helplessly in a raging sea off Hatteras. While this perhaps was the most serious situation into which he went in response to a call for help, he has rescued crews from three other schooners along the coast, picked up one crew from a pilot boat at sea, the Rhoada G., and several years ago rescued three men from a capsized boat in the Delaware river.

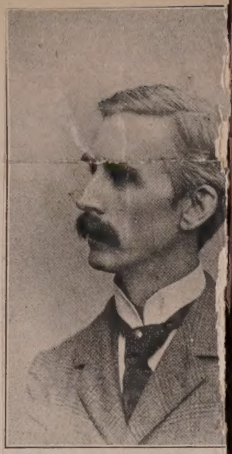
Captain Slocum's home was formerly in New Bedford, but at the present time he maintains his residence in Philadelphia as he sails regularly from that port in the City of Georgetown.

Timothy C. Allen of this city is the agent of the vessel, but up to this forenoon he had no word from Captain Slocum regarding the collision.

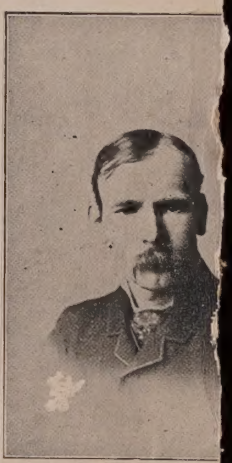
The City of Georgetown was owned exclusively by New Bedford people and Captain Slocum was a heavy owner in her himself. At the occasion of the launching in Bath, Me., in 1902, the launching party from this city included: Captain and Mrs. Slocum, Captain and Mrs. Timothy C. Allen, Captain and Mrs. B. D. Cleveland, Mr. and Mrs. Edward M. Slocum, Mr. and Mrs. Allen Wordell, Mr. and Mrs. Fred B. Mosher, Daniel W. Baker, and Professor Frederick Slocum and Mrs. Slocum.

William A. MacCord.

after 1914



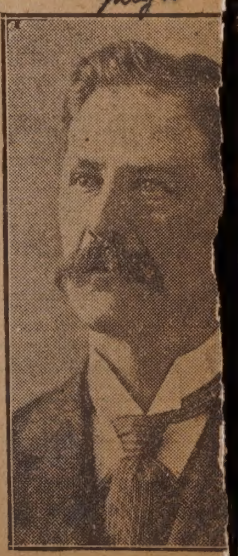
L. D. ELDRED.



CLEMENT SWIF

PERSONAL.

July 11

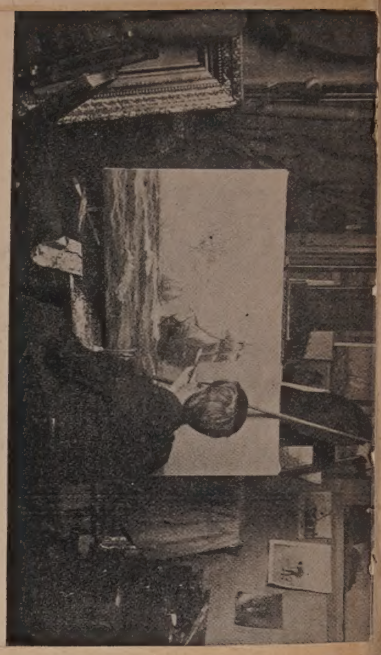


George N. Alden

George N. Alden, 68 years has been prominently asso the business life of the cit years. He was in the business for nearly 50 ye his retirement a few years is commander of R. A. 190, G. A. R. Mr. Alden this city July 10, 1845.

CLAM DIGGERS ON THE FAIRHAVEN SHORE. L. D. ELDRED.

[From a painting furnished The Mercury by the artist.]

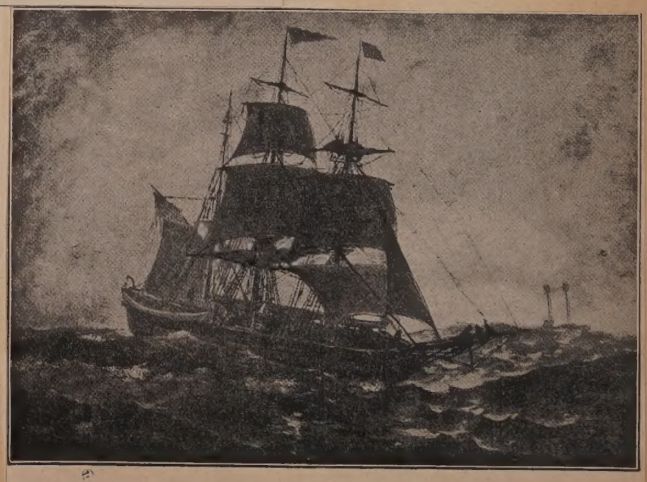


MR. ELDRED IN HIS STUDIO.

WINTER SUNLIGHT. CLEMENT SWIFT.

[From a painting loaned The Mercury by the artist. The scene is on the old road leading from Acushnet to Mattapoisett.]

A CLOUDY DAY. W. S. MACY.



HOMEWARD BOUND WHALER. HARRY CHASE.

[Running into Buzzards Bay, by Hen and Chickens lightship.]

86

Wedding of Miss Helen Gould to Be the Greatest Social Event in Years.

LYNDHURST, THE HOME OF MISS HELEN MILLER GOULD.

THE REV. MALCOLM JAMES MACLEOD

MISSES HELEN AND DOROTHY GOULD.

MISS HELEN MILLER GOULD.

MR. FINLEY SHEPARD.

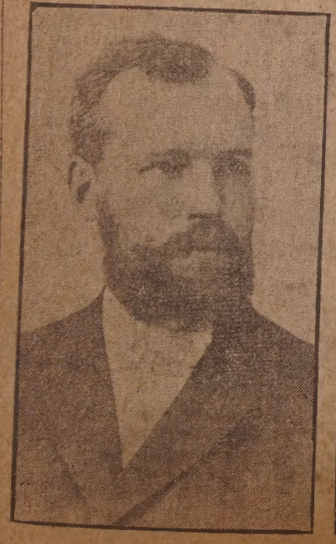
KAJIWARA, PHOTO

MISS GOULD AND MR. FINLEY TO WED TODAY

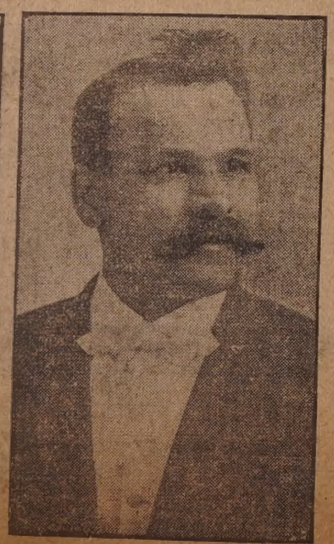
Rehearsed Ceremony Yesterday —Wedding Gifts Pour in from All Parts of Country.

REV. HENRY REUMANN TO BE INSTALLED AS FOURTH PASTOR OF GERMAN LUTHERAN CHURCH.

July 1913

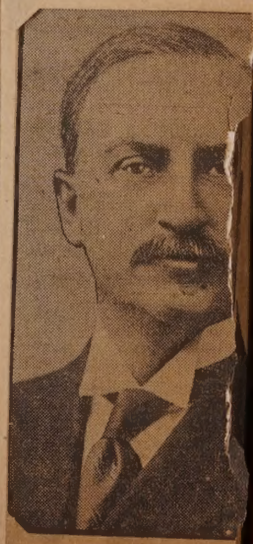


Rev. Henrich Beunger.



Rev. John Rathke.

Rev. Henry Reumann.



Rev. A. J. Coultas

MR. AND MRS. F. J. SHEPARD ENJOY FIRST PART OF HONEYMOON AT LYNDHURST; MAY LEAVE SOON ON LONG TOUR IN EUROPE

Unlike most newly married couples, Mr. and Mrs. Finley J. Shepard are determined upon spending the first part of their honeymoon at Lyndhurst, Irvington-on-the-Hudson, the beautiful home of the bride, who was formerly Miss Helen Gould. Although the arrangements for the remainder of their honeymoon still remain a mystery, it is believed Mr. and Mrs. Shepard will visit New York and then leave on an extended trip abroad.

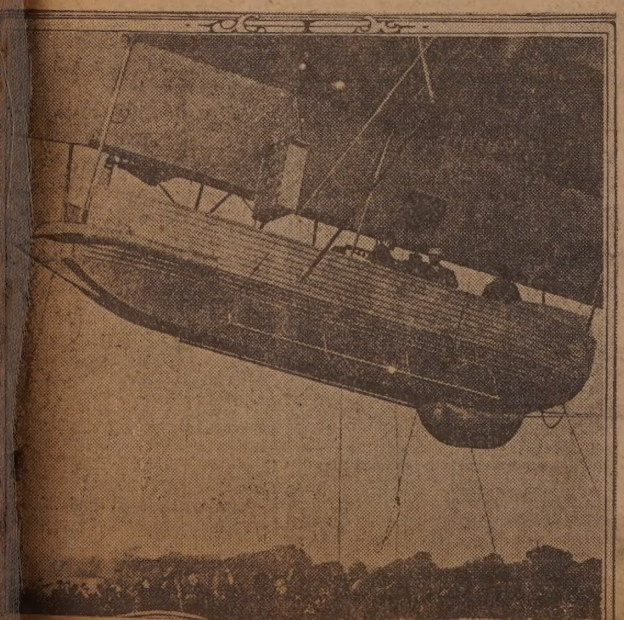
The jewels of the bride have now been locked in a vault in her home and will be well guarded there until they are taken to a safe deposit vault in New York city. Pinkerton detectives are guarding carefully the presents and are patrolling the confines of the estate night and day.

It is understood that the bride will retain her city and country homes as at present. Next summer, it is considered quite certain, Mr. and Mrs. Shepard will have a box at the opera and will appear much in society.

Many a good word is being spoken for Mr. and Mrs. Shepard along the Bowery to-day by the thousands who dined at her expense in the Bowery Mission.

MR. AND MRS. FINLEY JOHNSON SHEPARD
© BY FALK

GERMAN AIRSHIP INCIDENT.

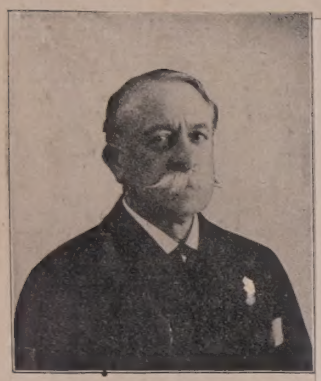


, April 15.—French army aviation circles are agog over the recent of the German war airship Z-4, which came down by accident on ilitary parade grounds at Laneville. The four officers and the crew of e released after the French military authorities had been convinced rmans were not spying upon the border, but were actually blown out r course and forced to come down. It is the consensus of opinion e incident narrowly escaped becoming an international complication.

COMMANDER COOK OF POST 1, G. A. R.

AUTUMN ON THE COAST. R. Swain G

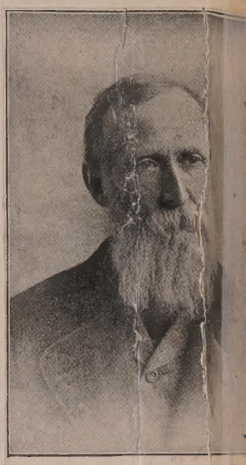
[A Nonquitt Landscape. From a painting loaned The Mercury by the artist.]



ALBERT BIERSTADT.

STUDIO OF R. SWAIN GIFFORD.
At Nonquitt.

R. SWAIN GIFFORD.



CHARLES H. GIFF

THE KING OF THE FOREST. Albert Bierstadt.

MOONLIGHT, NEW BEDFORD HARBOR. C

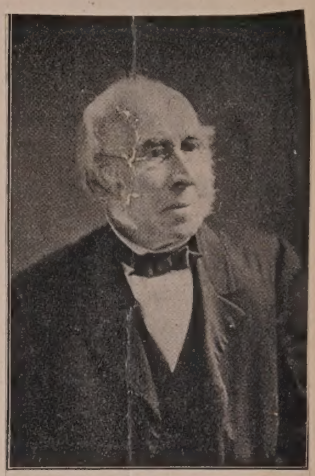
Oct 1897

CRUSHED IN THE ARCTIC ICE FIELDS. WILLIAM BRADFORD.

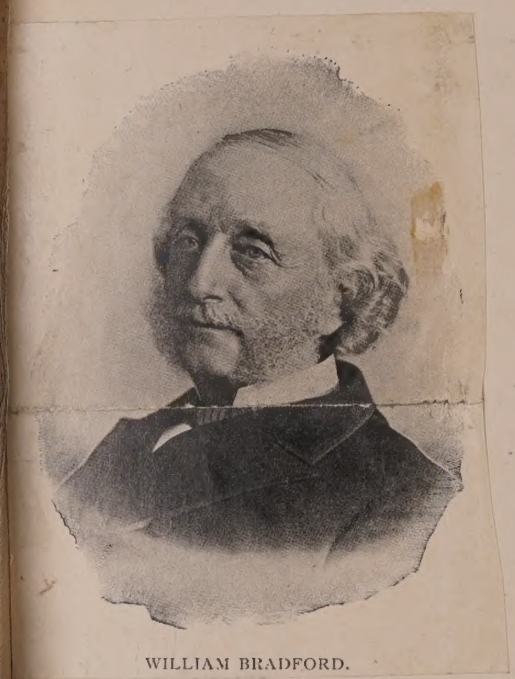
[From an original loaned The Mercury by the family of the artist.]

GRAVE OF WILLIAM BRADFORD.

Riverside Cemetery, Fairhaven.



WILLIAM A. WALL.



WILLIAM BRADFORD.

NEW BEDFORD IN 1810. W. A. WALL.

DUTCH FISHING BOATS. ALBERT VAN BEEST.

[Copyright by Charles Taber & Co.]

EARLY NEW BEDFORD WHALE FISHERY. WILLIAM A. WALL.

INSTALLS NEW HEATER.

SALVATION ARMY WILL OPEN RUMMAGE SALE NEXT WEEK.

Seeks to Raise $600 to Pay for New Comfort of Radiators—Old Cracked Stove Long Warmed Hall of Citadel.

The old cracked stove that has for so long and so inadequately heated the Salvation Army hall, has gone the way of all stoves to the melting pot, and a modern steam heating apparatus installed in its stead. Already the new comfort on cold days from the lusty radiators is attracting larger audiences,—and it is expetced that increased comfort and increased audiences will mean also an increase in the financial income of the army, that its work may be carried on with more and more success.

The new heater and radiators will cost approximately $600. To raise this sum, Adjutant and Mrs. Jesse Tester are appealing to their friends for help —and friends can help very easily, even though they cannot spare cash, by sending clothes, books, furniture, or anything else that is saleable to the Citadel for the big rummage sale.

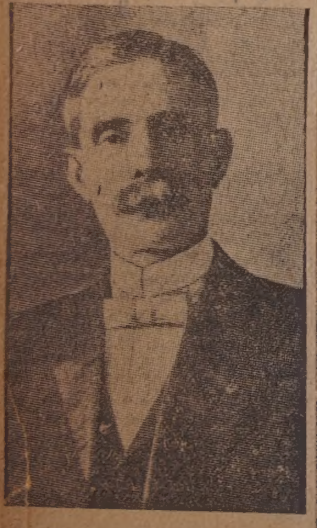
The rummage sale will open on Monday afternoon, Feb. 3, from 2 to 5 o'clock, and will continue till further notice. All funds raised by the sale will go towards paying for the heating apparatus and for other improvements recently made.

Those who feel that they cannot send money contributions, can help by contributing merchandise and dry goods. The heater was installed with the full expectations that the Army has many friends who will be glad to help it. If notice is given by post card or telephone (Bell 2646), contributions will be called for.

The Salvation Army works among the poor and needy; it helps the sick; it seeks to save the health of the poor as well as to save their souls. Its officers and workers labor hard,—and they have no 8-hour law to protect them—for small salaries, for the good of others. In every attic, there is furniture no longer used; in many closets, there are articles of clothing outgrown; on many bookshelves are books no longer desired. In every house, indeed, there are many objects, which at the Rummage sale will bring a price, which to present owners are worse than worthless. The Salvation Army appeals to the public to look over its household furnishings and to contribute whatever it can. Old hats, old boots, old trousers, old coats, old dresses, old underclothing,—all will have a sale at the rummage sale.

The officers of the Salvation Army quote "God loveth a cheerful giver." in their appeal for help. It is expected that the supply of merchandise received will be very large.

Jan 28, 1913



Rev. A. King-Collett.

A CHANCE TO HELP SALVATION ARMY.

Jan 31, 1913

CITY MISSION COMMENDS AND CONDEMNS.

Mch 6, 1913

The Commendatory Resolution.

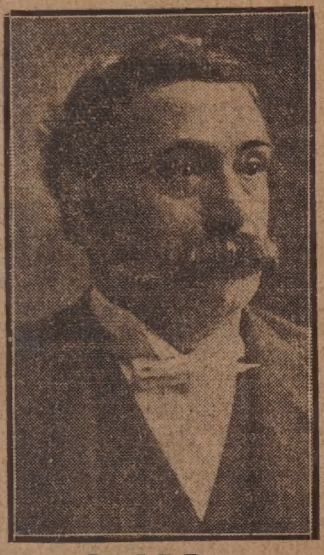
(Issued by board at executive session.)

"Whereas, The charges brought forward at the special board meeting, and afterwards in the daily papers, have been investigated and proved unfounded.

"Resolved, The board of managers of the Ladies' City Mission society wish to express their entire confidence in Mr. Hersey, his workers, and the management of the home,

"Resolved, That a copy of this resolution be furnished each of the daily papers.

"Helen K. Milliken,
Clerk."



Rev. C. F. Hersey.

The Condemnatory Statement.

(Issued by minority this morning.)

"The resolutions do not reflect the sentiment of the whole board of management, and the minority who made the charges in the first place, do not subscribe to this whitewash in the least. The charges were not in any way disproved but were simply denied. The majority chose to accept the denial of those implicated rather than the word of four members of the board, supported by the evidence furnished by the police department."

(Signed) Mrs. Melancie F. Hitch,
Mrs. Frank A. Milliken,
Mrs. William C. Parker,
Mrs. Charles R. Hunt.

Copyright, 1912, by Frommell.
Richard Knowles,
Republican Representative Nominee in Eighth District.

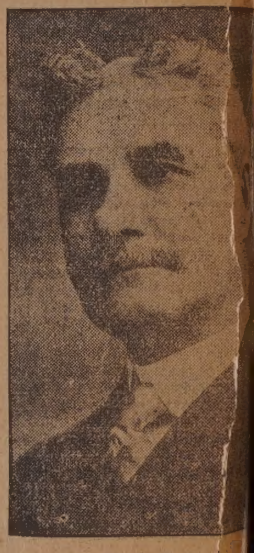
Jan 1, 1913

Marrying Parson Holds His

Rev. Charles S. Th[illegible]
Who Married 59 Couples i[illegible]
ford During [illegible]

Jan 30 [illegible]

Converse's Superint[illegible] Will Speak on F[illegible]



David F. Ro[illegible]

David F. Roy of Ma[illegible] tendent of the H. E. C[illegible] and vice president of [illegible] Chrysanthemum society, [illegible] of the Massachusetts H[illegible] ciety, will be the speak[illegible] quet of the Horticultu[illegible] this city, to be held [illegible] House on Thursday eve[illegible] John K. M. L. Farquhar, [illegible] the Massachusetts Hortic[illegible] ty, is expected to be presen[illegible]

Mr. Roy will speak on "C[illegible] mums," on the growth of [illegible] one of the foremost author[illegible] state. He is a new membe[illegible] ciety here, and has show[illegible] terest in the free flower sh[illegible] the library building.

WESTPORT MILL FOUNDED 100 YEARS AGO.

Has Experienced Many Ups and Downs in Its Long Career.

about 100 years ago today, New Bedford was a whaling port ll River a country village, be- he banging of the power loom eard and spinning mills were ed only here and there in South ew England, three men, John of Swansa, Joseph Strange of n and Job White of Westport, themselves into a corporation the name of the Westport acturing company to make cot- arn. They purchased a site on estport river on which stood a ill, near which was a dam and loped water power. In the of a few years, in the many ides of the corporation, this ill gave way to a small red mill built expressly for the ufacture of yarns, and this in turn ay to a stone structure. Thus bout the interesting old build- wn above.

tariff, tariff. One would al- hink from the volumes of ma- printed in every daily newspa- the country today that this brand new subject of thought cussion concerning which little wn and much to be learned. the above building and re- r that one hundred years ago cestor of that structure, the aw mill, made over for a cot- ll was actually put out of busi- because after the war of 1812 mbargo (or tariff) wyhich had ied during the war was too sud- removed, and the artificially ated cotton mills of New Eng- were subjected to a crushing tition from abroad. The com- was forced into reorganization severe loss to the original pro- rs.

a high tariff is not however a ntee of prosperity was shown the better tariff law of 1816 to place the Westport company, had now erected a little wood- ill on the site of the saw mill, in a position where it could compete with the other New England factories. Numerous mills in Rhode Island and Connecticut gave it a hard struggle for existence. They kept wagons running into the neighboring towns, taking yarn to be woven by the farmers' wives and daughters and returning with the manufactured cloth. The Westport company followed the same course but without success. The stock changed hands several times until finally the property received a staggering blow in the fire which burned down the red mill in 1826.

Yankee grit was not daunted by this setback, and it was only a year or two later that the stone structure was erected on the site of the old wooden mill. The early history of this second building is bound up in the severe panic of 1837, for in the depression which followed that financial debacle the Westport company had a hard time to make both ends meet. The property changed hands several times more, at one time being in the possession of the famous Coats family of England and later going to the Shoves of Fall River. The latter proprietors made what was known as "nankeen" yarn for a time, this yarn being used in a cloth which was an imitation of a fabric originally brought from China. Then a New York firm got hold of the property and used it in the manufacture of rubber boots and shoes, but in this was unsuccessful. The mill was closed again.

The present ownership of the mill dates from the year 1854 when George W. and Elijah R. Lewis, father and uncle of part-owners of the property today, purchased it and put it on its feet as a money-making proposition. These two men and others who were later associated with them repaired the plant and equipped it with machinery for spinning cotton waste into such products as carpet warp, mop yarns, cotton wrapping twines, cotton batting, candle, miners' and calking wicking. The firm met with such success that in 1870-71 the mill was doubled and later a stone ell was added. In 1872 another mill was built a short distance away down the river. To this has been added an assorting and baling department at Westport and another at Fall River.

The corporation is still making the products enumerated above and in them it has established a reputation which extends over the whole United States and in Canada. It sells its products both direct to retailers and through the jobbing trade, they being known in both cases as the Westport company's product. In addition to this business the company is a large collector and distributor of cotton waste of all kinds. It has five four-horse teams and three auto-trucks which are used constantly in collecting waste from the mills of New Bedford and Fall River and taking to these two cities the assorted waste or manufactured products for shipment.

It is a strange fact that this company, like others in the same line, sells a considerable part of the assorted waste to exporters who send it to the knitting and woolen mills of England and Europe where it is worked up into manufactured goods and sent back again to this country. The cost of transporting the raw material to Europe and of bringing back the manufactured product to this country does not seem sufficient to offset the difference in manufacturing costs between the two countries.

The Westport company is one of the few reminders of the old days of cotton manufacturing in New England, of a century ago. It still has its company store at Westport. It owns not only a large group of company houses where its employes are housed but also a tract of 1,400 acres of land. It is run by the water power of a stream which has operated the old farmers' grist mills and saw mills of this vicinity ever since the days that Southern New England was first taken from the Indians.

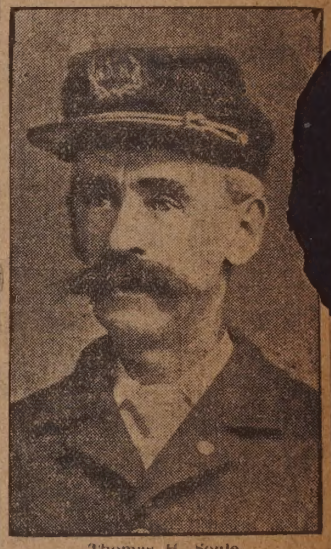
CONFEDERATES PARADED

T. H. SOULE SAYS HE MARCHED WITH ONE AT CHATTANOOGA.

Denies They Were Barred from Marching—Back Home After Great Trip Through Route of Sherman's March.

Sept 1913

Thomas H. Soule is back from the Chattanooga Grand Army encampment with the record of a wonderful trip and a desire to correct in the minds of New Bedford people the reports that no Confederates marched in the big parade. "One Confederate marched right along side of us between the two flags, the American and the state flag, throughout the whole parade, and we got all kinds of applause," said he to a Standard man. There were other Confederates in the ranks too. We had a fine trip and were treated very well by everybody. The southerners seem all reconstructed and glad to be under the old flag. Of course here and there you find some of those who were younger at the time who are still a little hot. Some of the women are a



Thomas H. Soule.

Sept-30.1913

Robert A. Terry.

Robert A. Terry was born Sept. 30, 1869, hence today is his 44th birthday. He was born in this city and attended the public schools here. He then took a two years' course at Phillips academy at Andover and attended Boston university. Mr. Terry was admitted to the bar in 1892 and is now practicing law in this city.

FORMER POSTMASTER JOHN DUFF THROWS OUT FIRST SHOVELFUL OF EARTH ON POST OFFICE LOT.

Sept 19, 1913

Mr. Duff Is Here Shown as the Man With the Shovel, and Thomas F. Glennon Is Seeing How It Is Done.

Former Postmaster John Duff Thursday noon turned the first shovelful of earth towards excavating the cellar for the new post office, on the block bounded by North Sixth, Middle, Elm and Pleasant streets. Mr. Duff performed the ceremony in the presence of Mayor Ashley and a small company of spectators. Workmen have begun, under Mr. Duff's supervision, to make a roadway into the lot, preparatory to the real excavating, which will begin next week. Mr. Duff was postmaster from Jan. 28, 1902, to Jan. 1, 1911. He was twice appointed by President Roosevelt and once by President Taft. He succeeded David L. Parker.

THE WHALEMAN'S HARPOON BENT. MAYOR BLAMES BOYS FOR MISCHIEF

Sept. 26, 1913

FAMILIAR FIGURE ON WATER-FRONT FOR MORE THAN SIXTY YEA

Oct 6, 1913

ALLEN SOWLE TRIPP.

FIFTY YEARS OF SAIL MAKING.

James C. Briggs, Who Started in the Business in 1863, Has Witnessed Decline of the Whaling Industry on Which It Was Largely Dependent and Its Development Along Other Lines.

Feb. 2, 1913

James C. Briggs, of the firm of Briggs & Beckman, sailmakers and dealers in ship's supplies, will have been in the sailmaking business half a century on Feb. 12.

It was on Feb. 12, 1863, that Mr. Briggs became a bookkeeper in the office of Thomas M. Hart & Co., successors to Briggs & Beckman. The civil war was on. The whaling industry was already beginning to melt away to its ruin,—some vessels going down before the iron storm the Alabama dealt out; some, crushed and engulfed by the ice floes of the north; others still, sold to the government to compose the famous Stone Fleet. Canvas duck was high. Ships sailed on long voyages. The whaling business was just past the prime with which Herman Melville and other sea writers have made us pleasantly familiar.

New Bedford at the time was a city of 27,000 inhabitants. Weld Square was its extreme north end, beyond which point houses were scattered and not numerous. The west side of the city was sparsely built up. There at the time had seven sail lofts, which kept some 300 ships equipped with sails. Now, Briggs & Beckman have the only sail loft, and there are where a dozen or so vessels, most of them schooners, that ply their dangerous hunting through the far waters of the world.

All these facts, Mr. Briggs told for the Standard in his interesting way. He spoke of many matters that had to do with ships and sailors, canvas and cables, and much besides. He told how, when he first came to New Bedford, the whaling business had already begun to fail away. In war times, duck was high, and it cost close $5,000 to fit out a ship with sails that required between 3,000 and 4,000 yards of duck. Every vessel setting out for the whaling grounds, went out with an old suit and a new one. It nosed its way out into the bay and the open sea, carrying its old sails, and a suit of new sails stowed away and returned with its new canvas on the yards and the old sails, to use in emergencies, stowed away.

Following the decline of whaling, the coasting trade also declined. More vessels and tugs were used. As the demand for sail cloth decreased, Briggs & Beckman looked about for other things for which canvas can be used, and began the manufacture of awnings, tents, cart covers, hammocks, and sails for pleasure boats. Later opened a ship's chandlery business, until gradually this portion of the business has grown to equal practically the income of the sail loft. "I don't believe there was $100 difference in the amount made in the store and that made in the loft," declared Mr. Briggs recently.

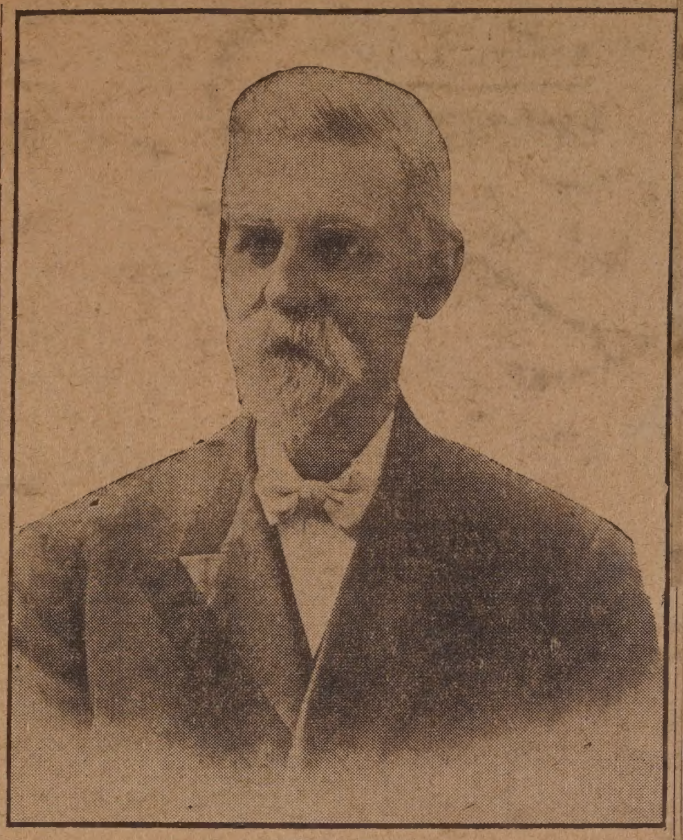
Mr. Briggs was born in Marion. He became a bookkeeper, and for a time was employed in New York. He kept books till the war broke out, when he went on one voyage to the Mediterranean, and another to Mexico, at the time the French government was trying to seat Maximillian on the throne of Mexico. "We carried supplies,—mostly iron and ties," he says.

He came afterwards to this city. The first year of his residence here, he was drafted twice,—once in New Bedford and once in Marion. He accepted the New Bedford draft. He had just taken the books of the firm to keep, and it felt it could not spare him. It cost Mr. Briggs $300 for a substitute.

Mr. Briggs has been married twice,—each time to a Vineyard girl. He has watched from his office in the stone building on Commercial street, (owned by Hetty Green) the growth of New Bedford from a town to a great city. He has seen the whaling business almost disappear and the fleets of pleasure boats whitening the bay more and more each year.

The sailmaker's loft has little connection with the cotton mills. Briggs & Beckman supply a mill with perhaps half a dozen bolts of canvas in a year,—for canvas carpeting and for covering machines. A great deal of canvas is now used for roofing.

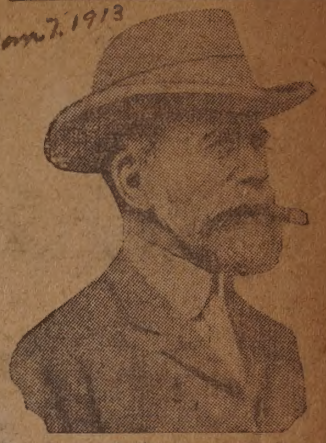
For some years, the annual return from boat sails was the most considerable part of the Briggs & Beckman business. But "times have changed," and even if the old sailmaking firm do as large a business, making up for the loss in suits for whale ships by building up a business in other commodities, there are those who, of a romantic mind, still wish that the days of full-rigged ships, and of Yankee whaling masters were not over, and that New Bedford whale ships were still familiar sights on every ocean of the world.



JAMES C. BRIGGS.

James R. Keene Buried in Woodland Cemetery.

Jan. 7, 1913



Snapshot of the Late James R. Keene.

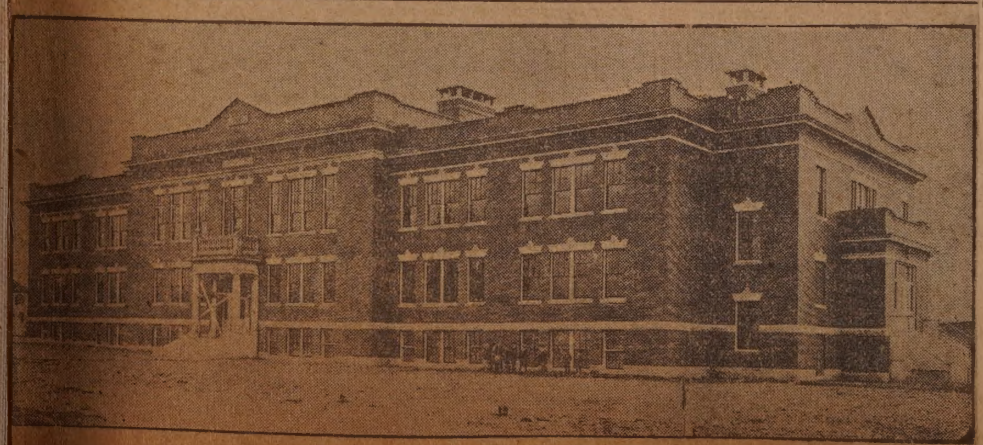
New York, Jan. 7.—Funeral services for James R. Keene, financier and turfman, were held Monday at Grace church. From the church the body was taken on a special train to Woodland cemetery. At the entrance to the church stood William Ronan, Mr. Keene's confidential agent in the financial district, and Algernon Daingerfield, a nephew of the deceased, whose own father, Major Daingerfield, died at Lexington, Ky., Sunday. Both hurried out of the church before the services were over to go to Lexington to attend the funeral of Major Daingerfield.

April 17, 1913 Photo by Reed.

Dr. Milton H. Leonard.

Dr. Milton H. Leonard is 56 years old today. He was born here and lived in this city many years, recently having gone to Florida to make his home.

KATHERINE STREET SCHOOL TO BE OPENED TOMORROW.



THE KATHERINE STREET SCHOOL.

HERE ARE THE EXPERTS WHO WORKED OUT THE ZONE SYSTEM FOR THE PARCEL POST.

Jan. 1, 1913

EXPERTS WHO DEVISED PARCEL POST PLAN.

Washington, Jan. 1.—When Postmaster General Hitchcock prepared to arrange for the inauguration of parcel post system he appointed a committee of postal experts to decide on the plan and arrange a system. Thi committee devised the arrangements of zones under which the parcel post will be conducted. The members of th committee are: Sitting. Robert S. Sharp, chief post office inspector, chairman; left to right, John C. Koons superintendent of salaries and allowances, office of first assistant postmaster general; A. A. Fisher, chief clerk office of second assistant postmaster general; Clarence B. Hurry, chief clerk, office of third assistant postmaste general; George L. Wood, superintendent of rural mails, office of fourth assistant postmaster general.

Retires After 23 Years of Successful Business.

May 7

Charles E. Woodworth.

Charles E. Woodworth, one of the city's oldest and most prominent jewelers, is to retire after 23 years as a jewelry merchant in this city.

Mr. Woodworth is a native of Vermont, and for three years previous to coming to this city was in the jewelry manufacturing business in Attleboro. During his entire business career here he has been located at the corner of Purchase street and Sears court and his name has become synonymous with the jewelry business.

Mr. Woodworth has met with marked success in his line of business and his retirement will be a source of regret to his many patrons.

His pleasing personality and sterling business qualities have won him a host of friends and he lays down his business cares with the best wishes and the respect of the community.

DR. EDWARD R. SISSON COMPLETES WATER COLOR AT AGE OF 85 YEARS.

Apr 11, 1913

Dr. Edward R. Sisson has painted a picture at the age of 85. The work is a water color of Palmers Island, in the days when Dr. Noble had a dancing pavilion there. The painting is remarkable in technique and coloring for a man of his age.

The picture was first drawn on, and later painted. Dr. Sisson procured the firm tones by steadying his right hand, while laying on the wash, at the wrist with his left. It is considered by many to be one of the best paintings, in some respects, he has ever finished.

The work is a charming study in soft tones of old Palmers Island. The central theme is, of course, the lighthouse—from which the shore recedes on either side—to the left, being visible the New Bedford mainland. A group of buildings on the island affords contrast to the brown and green of the island itself. It is on exhibition in the City Coal company's office.

Dr. William C. Macy.
Elected Vice Commodore of the Ne Bedford Yacht Club.

TITANIC WAIFS LIVING IN POVERTY— MOTHER SUES COMPANY FOR $30,000.

April 11. 1913

MRS. MARCELLE NAVRATIL AND HER CHILDREN MOMO AND LOLO, THE "TWO TITANIC WAIFS."

New York, April 11.—Another chapter of one of the most tragic incidents of the Titanic disaster was enacted yesterday when Mrs. Marcelle Navratil, mother of the two little waifs who were rescued by Miss Margaret Hays of 304 West 83d street, and who were identified and restored to their mother, filed a claim for $30,000 against the White Star line for the loss of her husband.

Mrs. Navratil, who has been unable to obtain any of the relief fund disbursed in this country or of the $2,500,000 raised abroad, has been trying to support her regained children by working as a servant in Nice, France. Investigation made by F. K. Hays, of Tate & Hays, stock brokers, 334 Fifth avenue, shows that the mother and her children are living in poverty, that the children are left alone all day to play in a squalid room with the broken fragments of toys provided almost a year ago by Miss Hays, while their mother works, and that Louis, the elder child, is ill from lack of nourishment.

Mr. Hays has taken a deep interest in the case of Mrs. Navratil and her children. He has sent money to her, and yesterday filed the formal claim for her through his attorneys. The legal limit for filing such claims expires next Monday, the anniversary of the sinking of the Titanic.

The children were being carried away from France by their father. He lost his life, but Miss Hays carried the waifs, Louis and Edmond, into her lifeboat and took them aboard the Carpathia, and for many days had them at her home in New York, while efforts were being made to identify them. They could not speak intelligibly. Cable messages were sent around the world, and this resulted in finding the mother, on her home in Nice. Mrs. Navratil came to America and there was a tearful reunion. Mother and boys were provided with passage home, and it was believed they would be amply provided for by the relief committees.

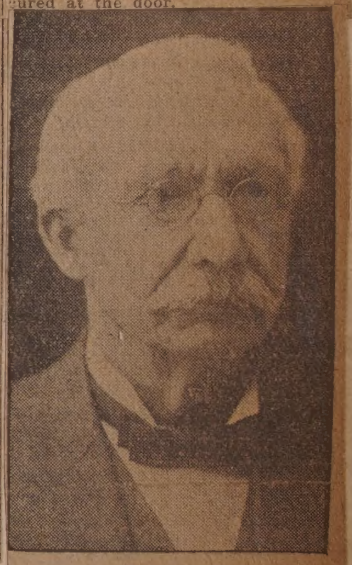
Mr. Hays, who has been following the case closely, has found that Mrs. Navratil's appeals to the various committees were unanswered. She has not received one penny and although far from being well, she has been compelled to work as a servant. She has been unable to earn enough to feed herself and her children properly.

Takes Leading Role in "The Ruby Ring."

apr 9, 1913

Alfred Hamer.

Alfred Hamer, the soprano soloist of St. James Episcopal choir, will sing in the leading role at the Unitarian chapel tonight in "The Ruby Ring," an operetta composed by Edmund Grinnell. The proceeds of the entertainment are for the benefit of the Animal Rescue league. The tickets, 50 cents each, may be procured at the door.



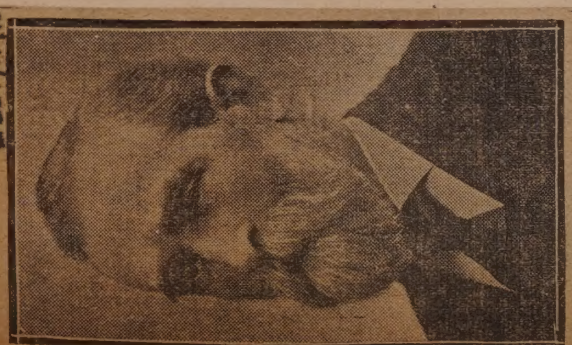
John I. Bryant.

Mch 9, 1913

John I. Bryant is 63 years old today, having been born in Bandon, County of Cork, Ireland, March 1, 1850. When three years of age Mr. Bryant's parents moved to this country. At the age of nine years Mr. Bryant went to work in the mills here. During the Civil war he enlisted, when 15 years of age. He served as a sergeant in the regular army at the close of the war and getting his honorable discharge returned to Fairhaven and learned the trade of a stone mason. First active in politics in 1887, he was elected selectman of Fairhaven, an office which he has held for many terms since then. Mr. Bryant has served as assistant superintendent of streets in Fairhaven, as postmaster there and has been county commissioner since 1900, being nominated of late years by both parties. He is prominent in the Veteran Fireman and has served as foreman of that organiza-

SERVED ACUSHNET LODGE 19 YEARS AS ITS SECRETARY

Dec 11 '13



Amos W. Hadley.

Acushnet lodge, I. O. O. F., is to lose its veteran recording secretary, Amos W. Hadley, who has served the lodge in this capacity for 19 years, having been a member of the lodge for a much longer term even than this. Mr. Hadley's retirement is at his own wish, and he has refused to stand again for re-election. His successor will be chosen at the regular election of officers which will be held Dec. 30.

94

THE MORGAN ESTATE.

Merrimac & State Feb. 16, 1913

Melling Property Sold at Auction Yesterday for $8000 to Alice Ridir

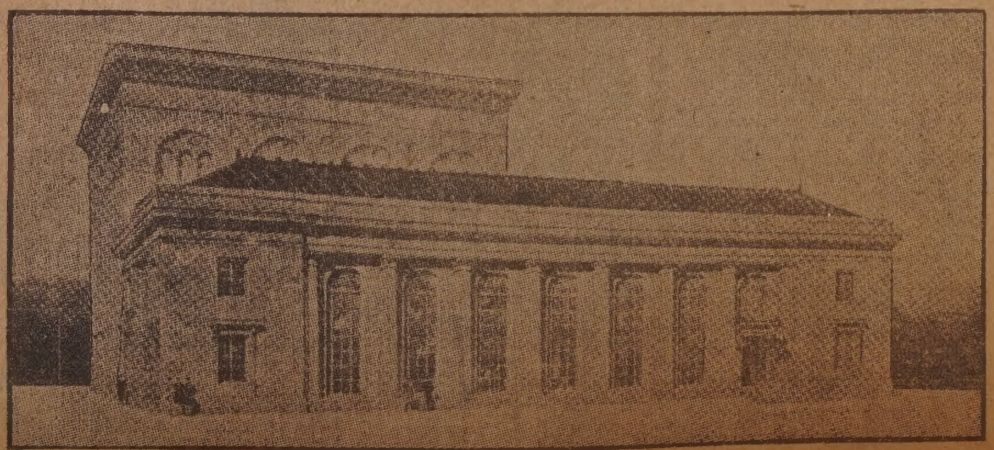
PROPERTY RECENTLY PURCHASED FOR ST. MARY'S PARISH.

apr 23, 1913

This property is known as the Drown property, located at the northwest corner of County and Robeson streets, and includes a two and a half story house and about 80 rods of land.

THE NEW MERCHANTS BANK BUILDING.

Jan 18, 1914



Structure to be built on corner o. Purchase and William Streets, on ground now covered by a part of the present Merchants Bank building and by the Grant store north of it. The picture shows how the new bank will look with relation to the cut off Merchants Bank building to the west.

THE LIBRARY BUILDING, Free Public Library and City Offices

THE KILBURN MILL, New Bedford's Newest Mill

MERRILL'S WHARF IN THE OLD WHALING DAYS

A STATELY OLD RESIDENCE, the Home of Abraham H. Howland, First Mayor of New Bedford

Feb. 2, 1913

HOUSES AT 91—93 SCHOOL STREET, AT NORTHWEST CORNER OF FOURTH, SOLD ON SATURDAY.

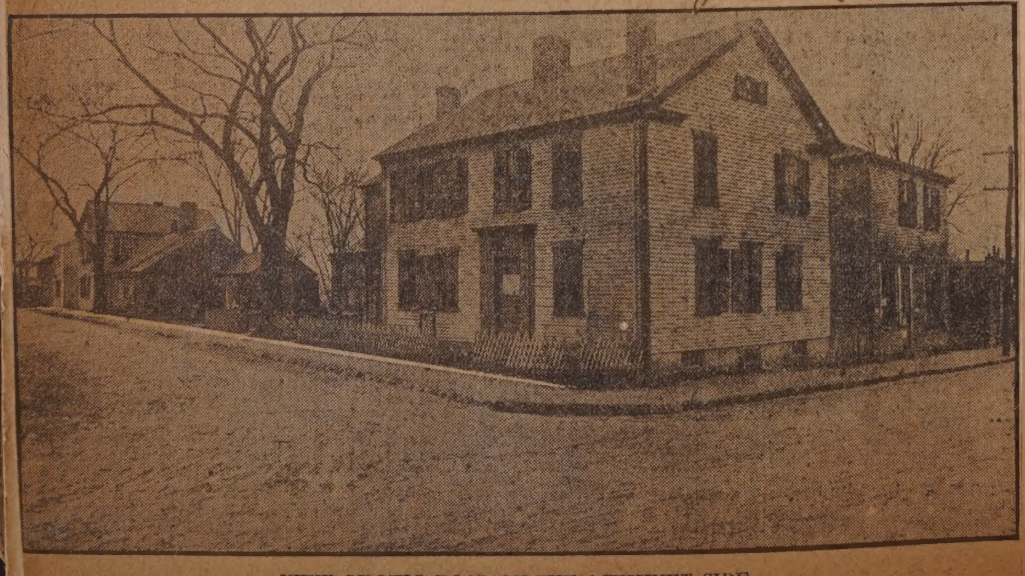
HAWTHORN STREET PROPERTY SOLD FOR $32,000.

Owned by Tom Hawes

Feb. 25, 1913

PART OF TERRITORY NEW BEDFORD SEEKS TO ANNEX.

Jan 12, 1913



VIEW OF MILL ROAD ON THE ACUSHNET SIDE.
White Line Shows Boundary Between New Bedford and Acushnet.

SUPPER AND GIFT.

WOMAN'S CLUB EXECUTIVE BOARD FETES THE PRESIDENT

Feast for Mrs. Henry P. Wilson, with Presentation of Gold Beads—President-elect Miss Mabel L. Pott Speaks of Hopes for Club.

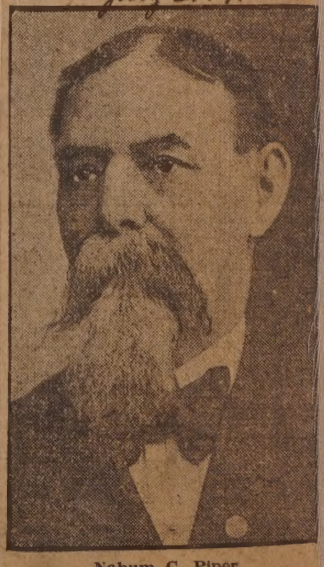
June 17, 191

Mrs. Henry P. Wilson, retiring president of the New Bedford Woman's club, was guest of honor at a tea party given by the executive board of the club, at the Elm Arch inn last evening, and after supper, in connection with a little speech-making she was presented a handsome neck lace of gold beads, hidden in a basket of pink carnations.

Mrs. Caroline H. Wilson.

Fairhaven Man Among Veterans at Gettysburg.

July 2, 1913

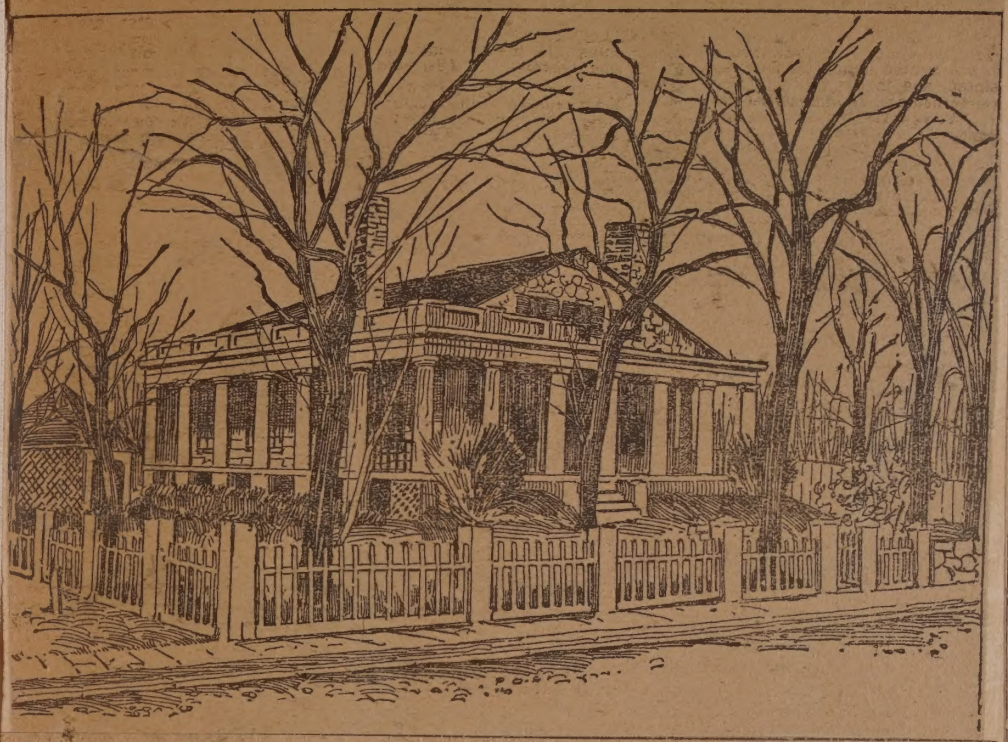


Nahum C. Piper.

Nahum C. Piper of 9 Cooke street, Fairhaven, was among the Fairhaven delegation of veterans who are now visiting Gettysburg. Mr. Piper enlisted in Waltham on April 19, 1861, and served 37 months as a member of Co. H. 16th Massachusetts volunteers. He survived the war without a scratch, his nearest escape being when a bullet penetrated his cap and grazed his forehead. He fought under Joe Hooker and was one of the comparative few who were present at the banquet held in conjunction with the unveiling of the Hooker memorial, in Boston. He was engaged in many important battles.

THE MACOMBER HOUSE.

Familiar Structure to Be Torn Down to Make Room for Armory.



ONE OF THE OLD STEPPING STONES Apr 20. 1913

PHOTOGRAPH SHOWING STONE AT CORNER OF MILL AND PURCHASE STREETS.

THE GRINNELL FAMILY.

May 11 17

A Publication in a Very Limited Edition.

A "Genealogy of the Grinnell Family, with Some Account of Allied Families," just printed in The Standard book printing office, has, among other claims to attention, the distinction of being issued in the smallest edition of a book ever printed in New York. Though it is a carefully constructed, attractive specimen of bookmaking, there are but ten copies. It will be a rare book in the days to come, for the very excellent reason that it is a rare book from the beginning.

William M. Emery,
Compiler of the Grinnell Genealogy.

There are instances, we believe, in the history of book making, where editions have been even smaller than this, but they are not common, especially when the book involved as much research and labor as this has.

This genealogy was compiled by William M. Emery of this city, who is becoming well known as an expert genealogist, for Mrs. George S. Bowdoin of New York city. Mrs. Bowdoin is a daughter of Moses H. Grinnell, who was for the most of his life a resident of New York city, but who was born in New Bedford, the son of Cornelius and Sylvia Howland Grinnell. Mrs. Bowdoin's mother was a niece of Washington Irving, and consequently she is a grandniece of the famous author.

Most of the compilation is given to the family as it has been known in this country, but there is a brief synopsis of the ancestry back to Pierre Grenelle, who lived in France in the fifteenth and sixteenth centuries. Matthew Grinnell, his descendant, became a Protestant and for that reason was obliged to emigrate. He settled in Newport, Rhode Island, in 1688, or thereabouts, and is supposed to have been the ancestor of all the Grinnells in the United States. In addition there are brief accounts of a few families which have become connected with the Grinnell family through marriage. The work of compilation has been done in a finished and scholarly manner by Mr. Emery.

Part of the edition has been illustrated with photographs, mostly of prominent representatives of the Grinnell family, with a few illustrations of houses which have been their homes. It is a publication of which the fortunate possessors have every reason to be proud.

98

THE GOLD SEEKERS OF 1849.

Old Photograph of Fall River and New Bedford Pioneers Recalls Interesting Period in History of Country—Started in Fairhaven Schooner to Find Fortunes in West.

Apr 13, 1918

The share which Fall River and other Bristol county cities and towns played in the gold-rush of 1849-60 is history that lies well within the memory of many of the older residents. This share did not, perhaps, obtain the prominence due it, owing to the more exciting period of the Civil war and the period of reconstruction. An interesting reminder of the days when half of the east was rushing to the west in search of fortune has been discovered by Arthur Pierce, of Riverside, R. I., while rummaging among some documents a half-century old. He came upon a photograph, reproduced above, of a part of a group of 40 Fall River, Dighton, Rehoboth, Somerset, Swansea and New Bedford pioneers, of which he made one, who set out from Tiverton, R. I., in a schooner for the gold fields. This picture is taken at the Palo Alto camp near Sacramento, and the finder of the interesting relic is one of three surviving members of the party.

Mr. Pierce is second from the left in the bottom row of the picture. The man with the black beard in the back row is Jabez Pierce, a brother, who is now in the Soldiers' home in Los Angeles. Thomas W. Garvey, of Providence, R. I., is the only other survivor of the expedition. He does not appear in the picture.

In the decade following the first find of gold at Sutter's mill, home seekers, fortune hunters and general adventurers set out by the hundreds of thousands for the gold fields by many and different routes. The overland route had been the most popular during the earlier years of the rush, but the passage by schooner around Cape Horn became the common route.

Among the earliest to pursue this route were the pioneers in the picture.

Jabez Tucker, of North Dighton, the gentleman on the extreme right of the top row, was the organizer of the expedition. On April 20, 1851, he posted bills in Fall River and neighboring towns, stating that a schooner had been chartered to make the trip to the Golden Gate, and that passage would be booked for $150 and equal shares of labor of manipulating the vessel. Applications came in to Tucker by the score. He was obliged to draw lots among the applicants, finally shipping 46 passengers, six of whom deserted at Buenos Ayres. Probably none of them had ever made sail or climbed rigging before, and the hardships of the voyage, though thrilling enough to hear recounted, tried the iron constitution and nerve of the pioneers.

The first mishap occurred off Rio de Janeiro, when the mainmast was split during a storm. The schooner was obliged to lie for some time in Buenos Ayres. Leaks were reported while rounding Cape Horn, but proved of no consequence. The schooner made the port of San Francisco in a foundering condition, however, 212 days after departing from Tiverton, R. I.

Mr. Pierce, who is an octogenarian, and an active one, does not recall the name of the schooner, although he believes it to have been either the Nancy Belle or the Annie Belle of Fairhaven. It was reported foundered in the mouth of the Columbia river two months later with a number of passengers and considerable cargo aboard, although Mr. Pierce did not credit the report, as he believes that the State of Sonora, which later cruised the California coast, was none other than the schooner in which his party rounded the Horn.

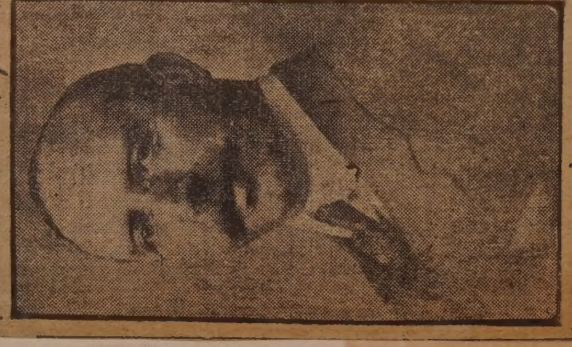
The photograph was taken on the steps of the new Palo Alto bank near Sacramento, shortly after it was completed in 1853. Among those in the picture whom Mr. Pierce can identify, are: Jabez Pierce, of Swansea; Albert Pierce, then of Fall River and now of Riverside; Carroll Bailey, of Rehoboth, and one Earnshaw of New Bedford. Neither Mr. Pierce nor Mr. Garvey have ever been able to settle definitely "who is who" among the majority of the men in the picture.

Shortly after his return from the west, however, Mr. Pierce had entered on a duplicate picture, some pencilled memoranda with such entries as: Macomber, Empire; Manchester, didn't have blanket; Butler, Davis, of Freetown; Wilbur, broken knee, Palo Alto, 1852; Pierce, Jabe not Arthur; committee reception Friday.

Possibly the Wilbur mentioned with the broken knee refers to the figure with the cane seated at the bottom row on the extreme left.

Mr. Pierce, although 87, is still hale and hearty, and recalls with a vigor of remarkable memory the details of the voyage around the Horn, the days in the gold-field, the hardships before a "strike" was made by the party, and the long trails into the mountains from which many returned empty handed, or not at all, and the long overland trail to New Orleans just before the outbreak of the war. Pierce and others of the party arrived in Washington, D. C., by packet early in 1861, where they enlisted for service in the Union army.

ELECTED PRESIDENT OF PLYMOUTH CLUB AT ANNUAL MEETING. 1914



Samuel F. Winsper.

The annual meeting of the Plymouth club was held last evening when officers were elected for the ensuing year. To Samuel F. Winsper went the honor of the presidency which was accorded him unanimously. Mr. Winsper has long been an active member of the organization. He is superintendent of the City Manufacturing company, and served several terms in the board of aldermen. The other officers chosen were as follows:

President—Samuel F. Winsper.
Vice president—Joseph R. Glennon.
Secretary—Arthur J. Cunningham.
Treasurer—Paul V. Murphy.
Directors—James J. Whelan, Jeremiah F. Sullivan, three years.

Songs were rendered by Robert E. Sheehan, the boy soprano; William Frawley, Daniel McAffrey, Joseph Monize, Richard Dyer, and the "We Four" quartette, following the election. A recitation was given by Thomas J. Whalen, after which refreshments were served.

99

FIRE AND WATER IN CORSON BLOCK CAUSES $4,000 LOSS IN EARLY MORNING

Feb. 1914

Arthur S. Todd Runs from Bath Tub to Find Flames Have Cut Him Off from Clothes—Fights Fire Clad Only in Raincoat—Arthur F. Gilbert Comes to Help Him in Union Suit.

THE CORSON BLOCK. ARROW SHOWS MR. TODD'S ROOM, WHERE FIRE STARTED.

ANCIENT OVENS DISCOVERED IN REAR OF WINSLOW BUILDING ON UNION ST.

Sept-20, 1913

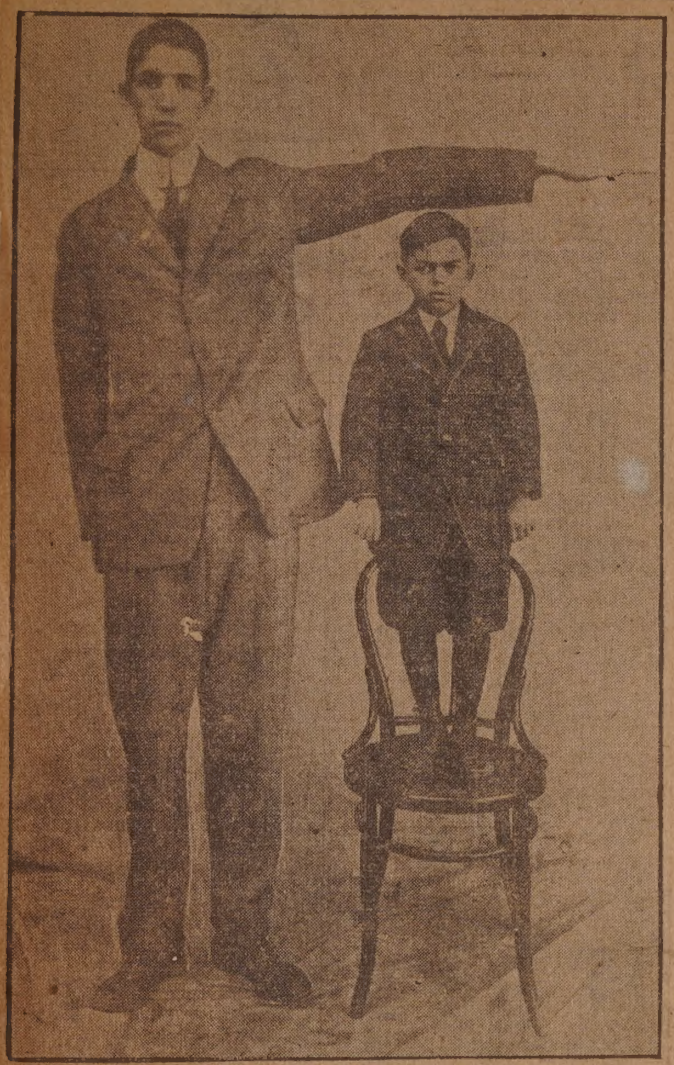
In taking down the old building and its foundations belonging to Dr. George F. Winslow in order to erect the new structure on Union street, an old pavement in the extreme rear which has been uncovered revealed a square area of about 20x20 feet with a stone siding, which will be seen by the accompanying picture. What was originally a long bake oven is shown. The chimney in the rear has always been a mystery. Why a chimney over forty feet high should have been there no one seemed to have any idea. The oven is built of small brick evidently brought over from England as ballast for ships coming to the colonies. In removing the accumulations of years the pavement was brought to light.

It is the opinion of those who have had their attention called to it that this chimney and the ovens and the

have been the village bakery long before the present property came into possession of the Winslow family. It is certainly a matter of curiosity. Some terra cotta tiles about a foot square were brought to light, evidently they were a part of the hearth. This property was bought in 1772 and has been in the Winslow family since that date. A remarkable case of the continuity in real estate holdings.

The old deeds show this property as being located on the corner of King and Fourth streets. Streets were later laid out on the water front, which made it necessary to change the street names and what was Fourth street became Sixth street. Spring street in the earliest times was known as Queen's lane and Union street was King's way. After the war of the Revolution the names King and Queen were dropped and King's way became Main street. After the war

HOWARD AMES LITTLEST BOY IN ENTERING HIGH SCHOOL CLASS.



EDWARD BRAISLIN (STANDING) AND HOWARD AMES.

When the entering freshman class take up their studies at the High school Monday morning, there will be, regularly registered in one of the courses at the school, a boy who weigh but 44 pounds and who is not four feet in height. There is now a member of the senior class who is almost six and a half feet in height. Without doubt, Howard Ames is the smallest boy who has ever attended New Bedford High school, and with the tall Edward Braislin, he forms one of the greatest contrasts in height ever seen within the walls of this or of any other school.

Howard Ames was born on the first day of September, 1898. He has attended the New Bedford public schools, graduating last Friday from the Parker street grammar school, where he was in the room of Miss Mary M. Butts. He is a perfectly formed boy, with the exception of the fact that he is small. His health has been of the best. He is a bright, genial fellow, and a great favorite among his school mates and companions. His school record at the Parker street school shows him to be unusually bright, and every line of his face shows the intelligence with which he has been endowed. He is registered at the High school in the D2 division of the commercial course. He lives with his aunt, Mrs. Mary Brown, at 167 Summer street.

The tallest boy in the High school is Edward Braislin, the son of the Rev. Gibbs Braislin. Braislin is three years older than Ames, and is a member of the senior class which will graduate from the High school this coming June. Braislin's height is 77.3 inches, and when the High school long and short of it stand together, not only does the extreme height of Braislin make the little Ames look shorter than ever, but the shortness of Ames makes Braislin's height seem the greater by contrast.

Howard Ames has seemed a veritable midget among the boys at grammar school. His shortness will be even more conspicuous among the larger boys at the High school. He does not seem to mind the fact that he is much shorter than the boys with whom he associates, for he is of a most jovial disposition, and delights to romp with other boys, to climb upon their shoulders, and be carried around by them. He rides a diminutive bicycle, which is as small in comparison with the ordinary sized wheel as its rider is in comparison with the ordinary sized boy. Howard is a member of the junior class at the Y. M. C. A., where he has taken physical work in the gymnasium, and has been identified with the activities of the boys' department. He expects to enter the gymnasium classes at the High school.

Not only did the tallest boy and the shortest boy in High school pose for the Standard photographer, but their weights and heights were measured Saturday morning, and the summary of the study in contrasts follows:

Ames—Age, 15 years 5 months; height, 3 feet 8.6 inches; weight, 46.3 pounds; class, freshman.

Braislin—Age, 18 years 9 months; height, 6 feet 5.3 inches; weight, 161 pounds; class, senior.

CORNER-STONE BOX OF STONE CHURCH, FOUND IN TOWER, PLACED IN POSITION IN 183

Corner-Stone Box of Stone Church, and Standing from Left to R Samuel Dudgeon, Benjamin Baker and William C. Parker, Trustees of Church.

The sealed lead box which was placed in position at the laying of the cornerstone of the Stone church, May 13, 1836, was uncovered this morning by the workmen engaged in tearing down the tower of the church. A meeting of the trustees of the church was called at once, and it was decided to open the box at a public meeting to be held in the church auditorium at 8 o'clock Monday evening, at which time the old records will be read, and new data concerning the affairs of the church, of the city, and of the state up to the present time, will be put into the box before it is sealed up preparatory to placing it in the cornerstone of the altered structure.

The box was found in a recess formed by four of the large stones in the northeast corner of the tower, just north of the front entrance to the church. The recess measured a foot each way, and the box was of a size to just fit the recess. While four large stones set in masonry formed the pocket, it was lined on each side with slabs of slate, while a piece of slate covered the hole when the huge stone which fitted into the corner of the tower was hoisted from its place by a windlass.

The discovery, while not a complete surprise, was not fully expected, for the architects, Smith and Howland, who are in charge of the alterations, supposed that the cornerstone would have been placed at the corner of the main church building instead of in the corner of the tower. The box was found shortly after nine o'clock this morning, however, and C. O. Brightman, the contractor who is doing the work of tearing down the tower, immediately telephoned to the architects, who in turn notified William C. Parker, Benjamin Baker and Samuel Dudgeon, the trustees of church, and Rev. Frank E. Ramsdell, the pastor. All four, with Mr. Smith and Howland, the architects and William R. Chase, hurried to church to see the box just as it was uncovered.

At an informal meeting of the tees, it was decided that the would be kept as it was, entirely ed, until Monday evening, when t will be a public meeting, arrangem for which are being made by a c mittee consisting of William C. ker, Rev. Frank E. Ramsdell, William R. Chase. The meeting be held in the church auditorium as to accommodate the large g ering which is expected to see historic documents in the box. regular corporation meeting of church which is scheduled for time is to be postponed to Th day evening.

The cornerstone will be replaced just the position in which it found except that it will be mo west a few feet to where the fron the church will be when the alt tions are completed. The ident stones are to be saved, and used in same places wherever possible.

The box itself is absolutely int the only damage being two da which were the result of prying out of the recess where it was tig wedged. It has been placed in safe deposit vaults at the Mersha bank for safe keeping until the ti when it is to be opened.

It was on May 13, 1836, that corner-stone of the present St church was laid, and the church dedicated on Dec. 22 of the sa year, being regularly occupied for first time Jan. 1, 1837. Since that ti New Bedford has grown from a wh ing port to the largest manufacturi center in the country in fine cott goods, while the United States as whole has passed through seve wars.